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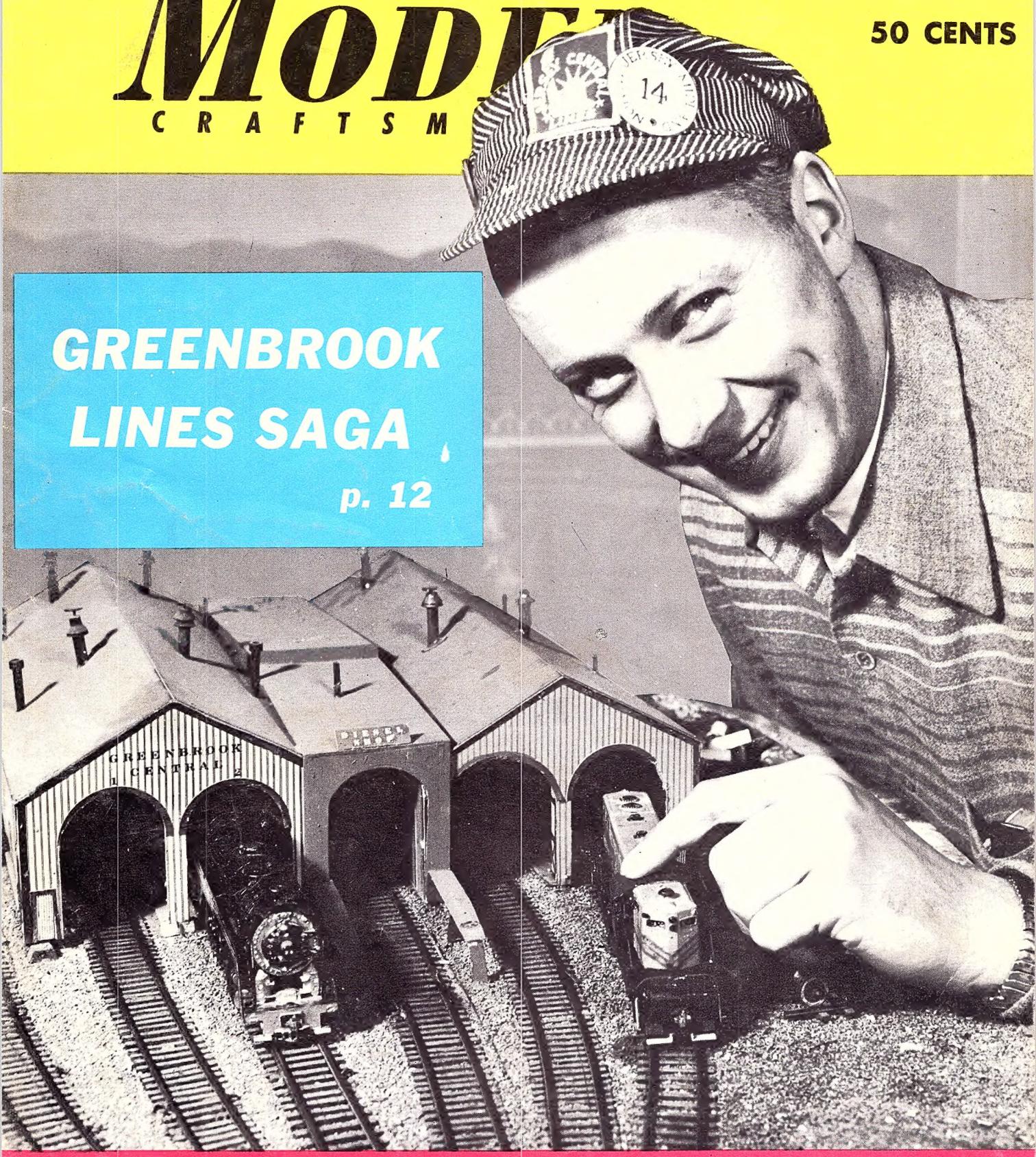

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THE COVER: Engine house hostler Neil Van Duyk, youngest member of the North Jersey Midland Club, keeps plenty busy during club night on the large Greenbrook Lines of David Sacks. Carstens photo.

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Along The Line—

Cliff Ness

Con Edison

CARLYLE C. NESS JR., is a newcomer to RMC pages but his fine locomotive drawings have already aroused plenty of comment. Cliff was discovered scribbling locomotive drawings at the age of 3; was later exposed to Lionel which left it's mark. After a hitch in the Navy, Cliff became impressed with the "symphony of steam from coast to coast." College days near Scranton developed a liking for the heavy coal carriers in that area, with Erie and NYC his own pet roads. Cliff has data on about 100 different Erie locos used since 1900.

Cliff's personal preferance is for historical model railroading which he feels is the best way of preserving the splendor and elegance that was once the steam locomotive's forte. Cliff plans to model the era around 1895 as it might have been in Eastern Pennsylvania.

A draftsman for Consolidated Edison Company of New York, Cliff is married to a pretty gal named Marilyn, who somehow manages to bear up under the strain of car kits, drafting boards, and railroad talk, and he has a 6 month old son. A charter member of the Edison Model Railroad Club, Cliff helped in designing their layout. He's also active in Scouting, church affairs, and is an active member of NER-NMRA. The photo shows Roger Ramsdell kibitzing as Cliff works on a small HO drawing.

Next Month

ULRICH GRAFF hopes to get started on his giant sized new O gauge pike soon which will be his third complete revision since 1929. The plans for this monster 19' x 29' are spellbinding and are guaranteed to keep any red blooded model rail busy studying them for quite a spell . . . Cliff Ness has a husky Alco 2-10-2 on the board and we're hoping it'll be ready for the July issue. It's a 350 series New York, Ontario & Western Ry. engine; a real big hog that's at home in pusher service or on the head end of any long, slow drag . . . And there'll be plenty of additional model railroad material, all compiled into what we think you'll find to be an extra juicy issue. Don't miss it.

Camel Back Comment

With reference to Ben McClane's request in the Dec. RMC and the published answer by Richard Fullerton in March, I have this information. The Philadelphia & Reading built a 4-4-0 camelback in 1880, numbered 411. The Lehigh Valley also had a 2-8-0 camelback built in 1892, numbered 597.

Lowell Rott
Lemont 2, Ill.

The very first camelback was P&R eng. 412, which like the 408 which preceded it, was originally built with a rear cab, perched high on the firebox. Both were designed by John Wooten, general manager of the P&R, who sought to use culm (waste anthracite), which required considerable grate area for successful combustion. The 412 became a camelback by accident. The engine was exhibited at the Paris Exposition of 1878 and on account of the clearance limits of the Northern Railway of France, it was necessary, before trying the locomotive out on the line, to move the cab ahead of the firebox so that it could be lowered. This was 14 years before the Rogers locomotives of the 400 class appeared on the CNJ, whose first camelbacks were consolidations of the 330, later 380 class.

The last camelbacks delivered to the CNJ were not the 483 and 484, later 160 and 184, built by Brooks in 1900 and 1901. Instead, the last CNJ camelbacks were the 780-789, delivered in 1918. The very last camelbacks built were the 0-8-0s built for the Lehigh & New England in 1927 by Baldwin. Of course it is understood that the Winan's camels are not here considered.

Between the first and the last camelbacks lies an era which produced many notable engines for all classes of service, from the smallest switcher to the camelback prairie and pacific locomotives of the Lehigh Valley, the largest fast passenger engines ever so constructed and the only ones of their type ever built. The largest camelback freight locomotives ever built were the LV 2-8-2s, which were also the only ones of their type ever built.

My boyhood memories took place in Union County, N. J., where my 82 year old father still lives. I remember all these engines, having seen them individually, and rode behind them, and outlived them, although some were still in service in 1953. I also have vivid memories of the 2400 atlantics which hauled the Valley's famed Black Diamond from 1901 to 1916. The 2400s, formerly 660s, were built in 1896 and 1898 by Baldwin.

I will gladly verify and give references concerning camelbacks, either for modeling purposes, or for information, to those who like myself, feel a lump in their throat and mist in their eyes because, with all other steam locomotives, the camelback is a thing of the past.

Charles C. Brewer
Box 127
State College, Pa.

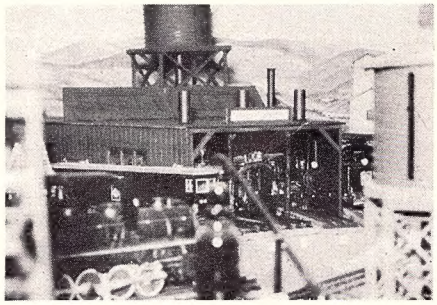
● *What was probably the last live run of a camelback locomotive took place April 2, 1955, when the New York Division, Railroad Enthusiasts, ran a fan trip behind eng. 774 from Jersey City to Bridgeton, N. J. Eng. 774, a delightful and chunky ten-wheeler, appeared in the film "The Long Gray Line" and was on the head end of another fan trip last fall. An HO model of this engine is available from International Models. Ed.*

A Safety Valve Spouteth

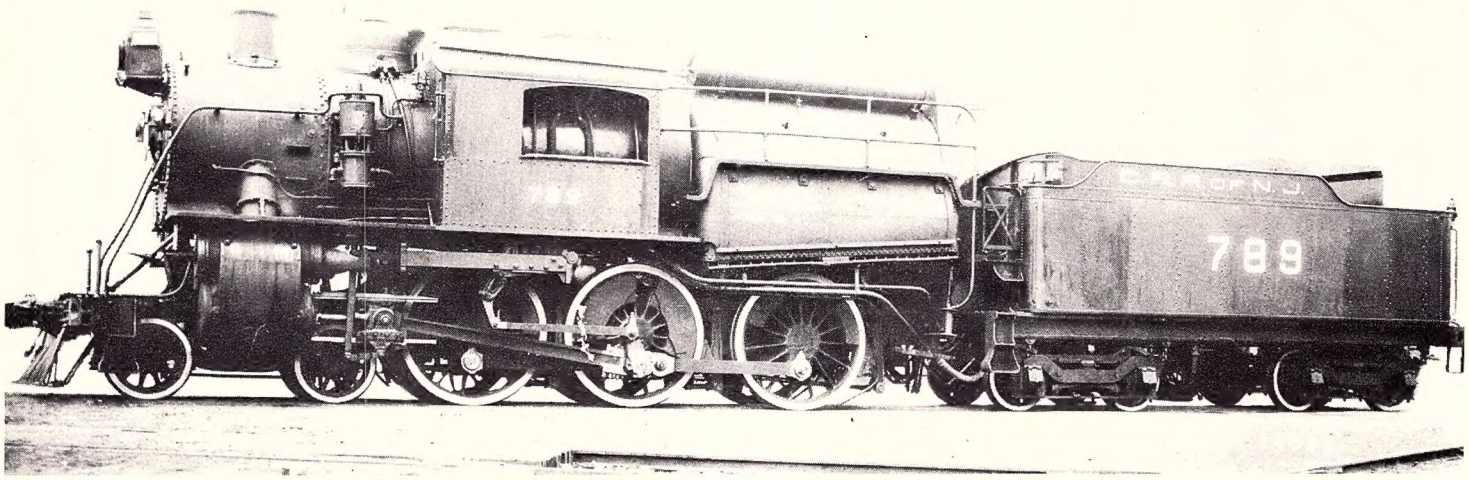
I have been watching the pro and con on the distinction between tinplate and scale with much interest and after that letter by Robert F. Smith with such a bitter attack against tinplate, must draw my sword in it's defense and would like to say this.

Tinplate paved the way for scale much as the old narrow gauge wood burners running on wood track paved the way for the berkshires, atlantics, and Big Boys, up to our present day diesel. Would he today have a scale pike if it were not for Lionel, Ives, Flyer? The answer is no.

I have a combination scale and tinplate pike and have this to say about it. When it comes to trouble free operation and pulling power, I will pit my engines against any scale engine ever built, and I have some mighty fine scale power on my pike. The regular scale boys may look down their nose and snort, "Tin Plate", at me but you won't find greater detail and better scaling on their pikes than on mine.



Sure I have inside third rail, but it's scale rail with 36" radii and it looks good and works better. Must my pike be called tinplate because of this? It was ok to say tinplate when cars and locos were really made of tinplate but to use that term now just because of inside third rail track is incorrect and out of date. I've seen some of the slapped together equipment that fellows proudly call scale, glued together cars and



locos, bad paint jobs, poor pulling engines, couplers that won't couple, trackwork that trains had to be eased over to prevent a derail, etc. This is the same as the prototype? Not by a long shot. Tinplate is more prototype than scale because operation is better. Would a real railroad use a coupler that didn't work as good just because it looked better? Bah, humbug. You scale snobs, pull up your scale loco beside the Lionel 700EW, berkshire, GG-1, or Fairbanks-Morse. Look any better? As good? How about operation? Brother come around some time. I live in Pennsylvania but I'm from Missouri. Robert, you may rest your defense but it looks more to me like you're sunk.

Harry B. Maurer
Ronks, Pa.

He Likes Us

I wish to tell you that in the six years I've been a model railfan, receiving all publications on or about model railroading each month, yours is the best for "every gauge" appeal.

Robert Forsell

Are You Guilty Of This?

From a letter I just received from the *Model Railroader,* it seems that I stand accused of committing a serious breach of ethics . . . that is, a photograph they published in their——issue conflicts with one published in your —— issue. If this is true, then I am sorry, but it was my original impression that one should not submit identical prints to two different magazines in the same field. However, I considered my two views divergent enough that they would not conflict. If I am wrong, and I should like your opinion, as I have not heretofore submitted photographs, then I am sorry and assure you that it will not happen again.

I trust that this will clear up any misunderstandings and again I assure you that I had no intentions of trying to "put one over" on anyone, for after all, the amount is too infinitesimal to make that worth while.

Name withheld

• *Your letter shows some careful thought and we hope that other readers will benefit from your experience. It's annoying to find the same material submitted by a reader presented in two publications and we imagine that John Page has accumulated as many ulcers on this subject as we have. When submitting photos and material to a publication, do not submit anything similar to any competitive magazine. Ed.*

Wants A Beginner's Locomotive

Could we have a small freight locomotive in HO that could be built with commercial parts and wouldn't cost more than $20.00? I am 14 and am new at model railroading, so I would appreciate it if it were kept simple. Your magazine has helped me lots and it would be helping me even more if your readers would write me to give me advice.

Albert E. Fink
301 Jade St.
Metairie, La.

Boo Hoo, Sue Who?

Zee NMRA has zee Pike Register, yah? And zee Pike Register she is equivalent to zee copyright for zee road names used in model railroading circles, yah?

How then zee O gauge 16′ x 84′ operating Central New Hampshire RR suddenly becomes zee mere HO 7′ x 6′6″ feection (your Apreel issue), huh? Zee CNH she ain't no dream—she real honest to goodness pike.

You want you should be sued in zee O gauge or zee HO court?

Bob Adams
Legal Adviser, CNHRR
Milwaukee (where else), Wis.

• *It's a pleasure, suh, to realize that in addition to watching the dauntless Braves in action, people out Milwaukee-way are also faithful readers of Railroad Model Craftsman. We're checking with the Layout Quack to see where he got the name. Maybe it's a model of a model railroad. Meanwhile, we refuse to answer on the grounds, etc. Ed.*

Club News

CHARLESTON, S. C.: The Charleston Model RR. Club, King & Mount Pleasant Streets, is anxious to increase it's membership. The HO club has just moved it's quarters into a former Southern Railway coach, located on land provided by the railroad.

CAMBRIDGE 39, MASS.: Massachusetts Model RR. Society Inc. announces Open House the 2nd Friday of every month from 8-10 PM. No charge for admission although donations gratefully received. Operating HO and O gauge layouts with the HO pike running on time tables for 2 hours. Just out of Cambridge Square, left hand side of street, 27 Prospect St., brick building, last door down, on the second floor.

New Literature

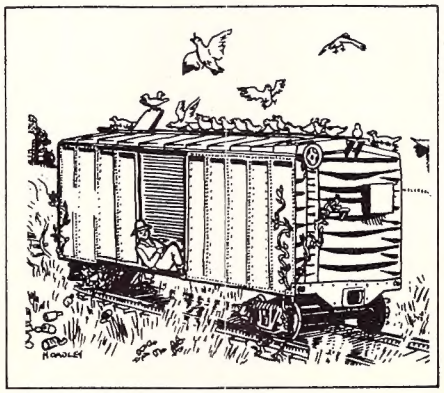
MODEL TRAMWAY TIMES is an attractive illustrated publication, printed by offset with typewriter. The first issue was loaded with items of interest to HO traction fans and lists many new MTS items, including an old time street railway RPO and a new freight motor. Information on how to get the TIMES plus info on the Model Tramway Club may be had by writing Model Tramway System, Box 721, Old Greenwich, Conn.

CUSTOM BUILT CARS PRICE LIST. R. J. Black's price list No. 4 contains many new items added to this firm's line of ready built HO car kits. Available are a number of ready to roll cars by Athearn, Laconia, Red Ball, Roundhouse, Varney, Ulrich, and Blue Line, equipped with your choice of Mantua, Roundhouse, or Kadee couplers. Prices have also been lowered substantially. Ready to roll locomotives will be added to the line shortly, R. J. Black & Co., 10 Douglass Street, Waldwick, N. J.

AYRES MANUAL & CATALOG NO. 20. A 16 page 2-color magazine sized catalog listing the complete Ayres line together with many hints on lighting, detailing, painting, and other information of use to the model rail. Illustrated. Price 15c, Ayres Scale Models, PO Box 26, Garden Grove, Calif.

CUSTOM MODEL ENGINE CATALOG. Custom Craft is again offering ready to run engines built from kits, with running parts beautifully silver plated. Illustrated 5½″ x 8½″ catalog 15c. Custom Craft, Waymart, Pa.

NARROW GAUGE NEWS. Mimeo news sheet on Colorado slim gauged railroads is sent free if you mail 6 self addressed business size envelopes to the Narrow Gauge Motel, Alamosa, Colorado. Issued about once a month.



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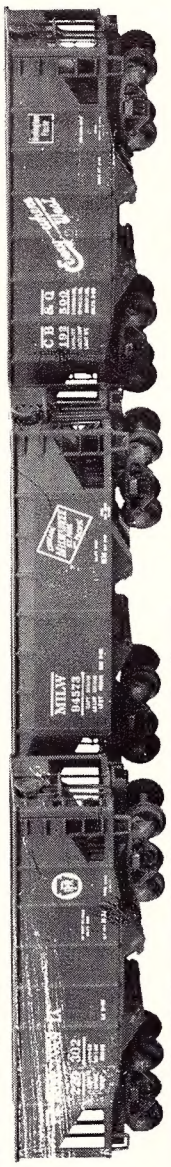

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No. 109 Pennsylvania, Burlington, D & H, Reading, Lehigh Valley, Western Maryland (flat end).
No. 113 Milwaukee, ATSF, B & O, MP, NYC, Erie (flat end). Rock Island, Frisco, L & N (peaked end).

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Trouble Shooting a model railroad

By Sam, the trouble man

All questions pertaining to model railroading will be answered through these pages or direct by mail by "Sam, The Trouble Man." Please include a stamped, addressed envelope with your question.

Diamond Stacks

▶ Is it correct to have an aircompressor on an engine equipped with a diamond stack? Automatic couplers?—Roger Thomas, Minneapolis, Minn.

ANSWER: The beginning of the air-brake era and the end of the wood-burning diamond stack era overlapped somewhat so that an airpump with a diamond stack could not be said to be wrong. On the other hand it is unikely, unless you were modelling one of the latter day wood burning lumbering pikes. Except for the latter pikes (Live Oak, Perry, and Gulf is one that comes to mind) the automatic coupler era and that of the woodburners did not overlap. However in model railroading automatic couplers often do not look like real ones and are installed anyway as a matter of convenience. You might cook up a yarn about the Superintendent of Motive Power of your little road having invented his own automatic coupler long before Janney, etc. and installed it in all the road's cars. A diamond stack, incidentally, does not necessarily mean that an engine is a wood burner, so maybe you'd have an out there.

Peeling Paint On Metal Cars

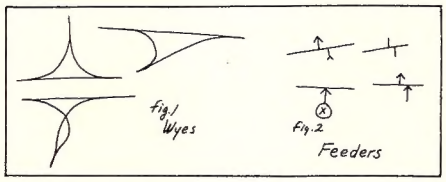
▶ I am troubled with the paint peeling off my model engines and cars that are made of metal. Can you make any helpful suggestions?—J. H. Seltz, Long Island City, N. Y.

ANSWER: Assuming that you used a good quality of model railroad paint, changing the brand of paint may or may not help you. It is better to use an undercoat first (you can remove present paint and do this, you know). Roundhouse makes a metal primer which must be dissolved in water and gives raw zamak a good surface to take paint. Another useful wrinkle is to use one of the chemical blackeners such as Black Magic. These are about all that are sure not to rub off since handling will eventually wear off *any* paint unless covered with varnish . . . and even then the corners will eventually wear.

Minimum Switch Spacing

▶ How far apart should you put switches in yards to get the nice even spacing shown in many photos, particularly in April RMC pages 28-31?—H. W. Wade.

ANSWER: Switches in a ladder track can be spaced pretty well by the following formula, if there are no curves past the switches. Just multiply the distance desired between track centers in the yards by the frog No. of the switch. Thus in HO, with 2" track centers, No. 4 switches would have to be $2 \times 4 = 8$" apart, No. 6 switches 12" apart, No. 8s 16" apart, and so on. Luckily Atlas has three switch ladders already built and spaced in No. 4 and No. 3 right and left switches. These save a lot of work.



What Is A Wye?

▶ Would like more information on one of the layouts which appeared in a recent issue of RMC. What are the particular steps in building this road, how would I wire it? What is meant by a "wye" and what are "gaps" and "feeders"? What make of cars should I build since the type I have been making does not have automatic couplers—Everett Thelen, Rockford, Ill.

ANSWER: The layouts given in this magazine by the Layout Doctor are all described insofar as which parts would be built first, etc. Generally if there is a yard lead oval build that first, then the yard, then the main line. If there is no yard lead oval build the main line first, then yards, then branch. A wye is a track formation shaped like a wye, fig. 1. A gap is a short bit on one rail where there is one rail, generally about 1/32" long. A gap is often held in line by spikes, again by plastic rail joiners. Gaps are necessary because of the two-rail track, sometimes, and of course always between sections which are under different control. On toy train layouts in O and S gauges, gaps are replaced by fibre pins. Feeders are just where the wires from the power pack are attached to the running rails.

We cannot recommend one make of car over another except possibly for a specific purpose. Refer to the car directories published in the recent issues of RMC for details on all cars available at that time. Certainly a beginner should not concentrate all his work on one make of car kit but should try ones from various manufacturers to see which kind he does like best and to get an idea of the various methods of construction employed.

Making Die Castings

▶ I want to try making my own die castings and wonder where you get this Zamac metal that is used on so many model railroad parts? Do you know its composition? Can it be soldered? Will it conduct electricity?—Wm. L. Conner.

ANSWER: One source you might try is New Jersey Zinc Sales Co., Front & Fletcher Sts., New York City. There are various alloys which differ slightly, one of them being 93% zinc, 4% aluminum, and 3% copper. The aluminum content keeps them from being soldered readily without special fluxes or solders, but they will conduct electricity. The melting point of the alloy mentioned above is about 750° F. As far as we know it is used mainly for *pressure* die casting, a bit dangerous to do in the home shop. Brass, bronze, or low melting point alloys are more suitable for the home workman.

Mantua Goat Operation

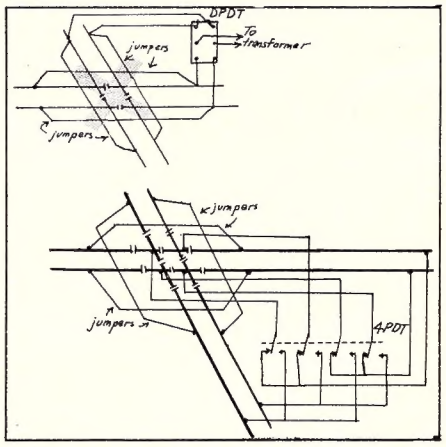
▶ I have a Mantua 0-4-0 camelback shifter that runs very well when off the track, but once on the track it slows down a great deal and hardly will pull anything if it runs at all. Any advice?—R. S. Montgomery.

ANSWER: This could be due to a lot of things, possible too deep meshing of worm and gear. But if your camelback shifter is one of the older models which does NOT have a wire running to the tender, there is a good chance the trouble is in the spring bronze tongues on the ends of the tender-truck mounting piece not making good contact with the coupling pin on the locomotive. Be sure they do make good contact.

Wiring S Gauge Crossings

▶ I have recently bought two popular make S gauge crossings and have run into trouble wiring them. I would like to be able to control the two ovals which cross independently. I am using A.C. power from an American Flyer transformer and have wired the crossing as per enclosed drawing. They work as long as I wire only one route, but they throw the circuit breaker when I attach the wires for the second route. I have tried both paper match sticks and small pieces of plastic in the breaks. Information or suggestions will be appreciated via the enclosed stamped, addressed envelope.—Robt. Blakely, Lincoln Park, Mich.

ANSWER: According to your present wiring scheme, which we are reproducing with a big X over it to indicate that it is wrong, the jumpers for the "other" route always short out the two rails of the route you wish to set up, no matter which way you throw the DPDT switch. Nothing you can put in the gaps will help this.



The correct way to wire crossings which do not already have insulated frogs (Atlas and Midlin *have*) is to make each frog separate, electrically, which, as shown in the drawing requires twelve rail-gaps. These may be just gaps or may be held with plastic rail joiners. Jumper wires go entirely around the crossing for each of the four rails which cross.

The wires which lead from the four frogs lead down to the four poles of a 4PDT switch, while two wires from each track lead to the other contacts of this switch as shown. When thrown as shown in the sketch, trains can pass only over the "horizontal" track, when thrown the other way they will pass only over the diagonal track. The switch may be mounted on your control board with wires to the frogs as required. While this is very tedious to wire up, once it is done, it requires no other attention.

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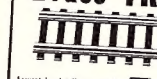

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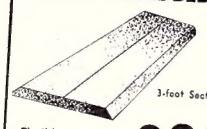

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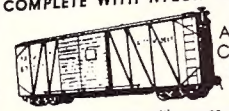

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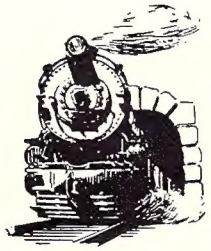


DISPATCHERS' REPORT

THE balmy breezes of early summer are drifting into the editorial offices of Railroad Model Craftsman and the old Dispatcher has to admit that he'd just as soon be elsewhere. As a matter of fact, the idea of hanging half way out the window of a creaking Barre & Chelsea Railroad mixed train, complete with a trusty old 4x5 Graphic and the newly acquired Contax would be exceedingly delightful.

It would also be nice to once again rattle across Texas in the cupola of a slow Texas & Pacific freight through the cow towns of Abliene, Baird, and Clearwater. Or we'd settle for a ride in the front seat of a speedy Electroliner, hoping perhaps to catch the envious glances of some other railfan whom we beat to the seat. Unfortunately, periodicals don't publish themselves and except for the occasional chime horn of an Erie diesel going through Ramsey, we're too busy right now to take on an extended trip. At that, the staff of RMC are fortunate in not having to battle the daily crush of life in New York City. Although less than an hour from New York by either car or Erie Railroad, we doubt if few other publications have live deer pass as close as 30 feet from their hallowed editorial chambers.

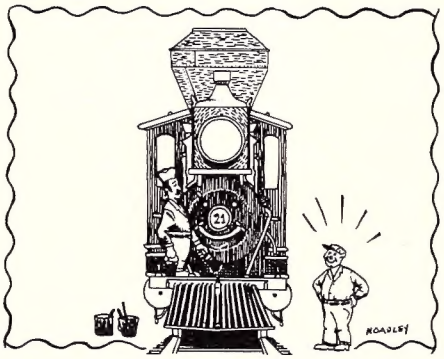
Well, if you can't get away and if you've managed to clean up the lawn, there's always model railroading and we don't ever remember so much modeling activity at this time of year. Wait'll you catch a glimpse of the new Ayres 125 foot Truss Bridge. It's patterned after a Southern Pacific prototype and all of the wood is precut. Old Tom Ayres, boss man out at Ayres Scale Models, claims that his wood model is even stronger proportionately than the prototype, which of course is true . . . Ayres is also coming up with a 3-D viewer which will be made available to dealers, presumably to let you modelers see how nicely Ayres kits can be built up. Probably see them at your dealers this summer.

Our two compatriots, Richardson and Helfin, narrow gaugers both, who also operate the Narrow Gauge Motel in their spare time presumably to live on, are still putting out that mimeo (sometimes printed) Narrow Gauge News. One item says that the D&RGW has procured some paint to doll up the parlor car Alamosa; changing it from green to orange. To quote the Narrow Gauge News, "orange yellow or yellow orange, it is still loud enough to make you blink and reach for sunglasses."

One of the best spots to pick up the latest dope on prototype railroading is to read the business and financial sections of the daily newspapers. Releases will break there long before they make the regular news sections.

You young railroaders living near Cranford, N. J., should stop in and see the neat tinplate pike of Doug Haustein, 94 Winans Ave. Doug put in the plaster scenery himself and we wish that we could show it to you but Doug's photos just weren't sharp enough. Douglas is 15 and unable to walk.

Everybody likes to save money and All-Nation is sure giving the O gaugers a break until June 15th. They're offering their famed F-7 A unit diesel single powered, a $54.25 value for only $38.25. Jim Wilson, amiable head of All-Nation, feels that many modelers would go into the king of gauges if they'd once try it and the old DS must agree that O gauge does offer many features not found in any other gauge size. Jim says that with many modelers now owning their own homes, often with spacious basements, that there are now more modelers than ever with plenty of space for smooth running O gauge pikes. All-Nation is also offering savings on their freight cars. Best of all, this offer is available at either your favorite local hobby shop, or directly from 184 North LaSalle St., Chicago 1, Ill., if you prefer to order by mail. The old DS might even suggest that you small gaugers who have never tried O gauge might like to build up a sample mantlepiece model just to see if you can.



A tip of our old railroad hat this month to the Southern Railway for their recent gift of a genuine steel monitor roof passenger coach to the Charleston (S. C.) Model Railroad Club, for use as their new club rooms. In return, Charleston Club prexy G. Heyward Barnes presented Southern Ry. District Super J. R. Brosnan with an HO miniature of the car. Sure is good to hear of the Southern Ry. cooperating with model rails like this and let's hear more news from Dixieland. Model rails in the vicinity interested in joining the club may do so by referring to the Club News Column elsewhere in this issue.

Been visiting a lot of model railroad clubs of late, just about everything from "High Society" to the "Moles" type of club and can't help but feel that club membership is perhaps the answer for you fellows who can't seem to get your own pike in operation. Whether you choose a really large club or a round robin group, you'll probably benefit a lot from increased enthusiasm and know how. If a large club seems "clique-ish," join the clique that interests you most. Most cliques are actually composed of the workers and once they know you're really interested, they'll welcome you with open arms.

Reaction to the re-entry of Gilbert into HO was not totally unexpected but the old Dispatcher is somewhat intrigued at the attitude being taken by certain HOers at the constantly increasing availability of ready to run plastic HO. Some fellers are taking the attitude that because a certain item is available as a ready to run unit, they want no part of it but would rather go into some less crowded field, even another gauge.

Well, the old DS tried other gauges a couple of times and has no fault with any of them. But he's back in HO, happier than ever. First off, no matter how much ready to run stuff is offered, it won't of itself create an operating model railroad. It might create a train layout, such as plugged heavily of late in TOY TRAINS and other publications, but it won't create a model railroad unless the builder makes it a model railroad. And in that respect, we've seen toy layouts which are more model railroads than some scale pikes because they're operated like railroads. Ha, guess that guy Smith in Minneapolis will write me another nasty letter, now.

What's New. Plenty. Wesley Mfg. Co., out in Van Nuys, California, have just released a trainload of new O gauge locomotive fittings and look the list over carefully. Front end number plates, builder's plates, long 3-chime whistles, and short 6-chime whistles. And also an Elesco non-lifting injector and a Worthington hot water pump. OK, King Gaugers, get busy and doll up your engines.

Got any kids? Give 'em a break and give your model railroad a break by buying them some toys of their own so they'll stay away from your pike. Modern Toy Co. offers 100 plastic toy soldiers, jeeps, cannons, WACS, etc., for a buck. They claim they're made to scale and you might be able to use some on your pike. For a buck, looks like a good deal. And like we say, if it keeps the little monsters away from the pike for only a buck! They're at 7011 Sunset Blvd., Hollywood 28, Calif.

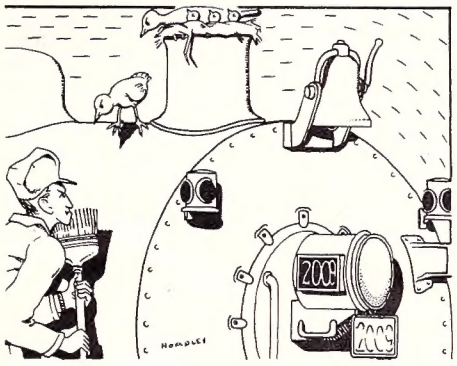
Keep it simple is a bit of advice which many rails just can't seem to heed. They jam more and more track into their pikes and never get the railroad operating (Say, that sounds like me!—DS). Keep your pike simple and you'll get it running quicker and you'll have less maintenance.

A number of readers are apparently somewhat confused about some apparent duplication of kits in the recent Traction Directory. Certain Kits made by Model Tramway System and Eastern Traction Models appear to be exact duplicates. Well, they are although some price variations are due to differences in detail parts included with the kits.

Actually, both companies are new companies, having no relation to the old Eastern Traction Models of last year. Model Tramway now specializes in the lighter street railway equipment and Eastern Traction in heavier inter-

urban and road electrics. The duplication of kits was brought about when the two partners of the old ETM, Bert Sas and Norm Ulrich, felt they could better serve their specific fields by going their own way. The remaining ETM kits were then divided equally and are thus offered by both firms. As a result, Bert started MTS, and Norm headed the new ETM.

We note in a recent NMRA Bulletin rules which have been adopted for NMRA model contests, in which the matter of eligibility has still not been fixed to avoid questionable situations such as arose at the 1954 convention where the big prize winner was an employee of one of the judges. We presume that this was in all innocense but it still sets a bad precedent after years of good contests. How about an amendment to bar employees or relatives of judges from such a competition so that all entrants have an equal and fair chance? . . . Incidently, the old DS has a quantity of NMRA membership blanks which he'll be glad to send anyone interested in joining this worthwhile organization.



Ed Alexander's toy train museum and workshop apparently drawing good crowds these balmy days. Located at Yardley, Pa., it's just over the river from Trenton, N. J. Ed's collection is truly fine and contains a number of rare items, all attractively displayed along with many full scale locomotives and cars. Ed still has thousands of scarce locomotive and car parts available for O gauge; items unobtainable anywhere else.

A new line of HO railroad accessories was recently released by Don Fowler, 128 No. Almost Dr., Los Angeles 48, California. The series is headed by a realistic slow motion train controlled semaphore and crossing gate. Solenoid operated, the semaphore is made of finely detailed die castings to correct HO size. The blade is illuminated with red, amber, and green aspects illuminated with a tiny grain of wheat lamp. The crossing gates are furnished in pairs and are of equivalent quality. Both sell at $4.85 a kit and it strikes us that they're a swell way to add some life to any HO pike.

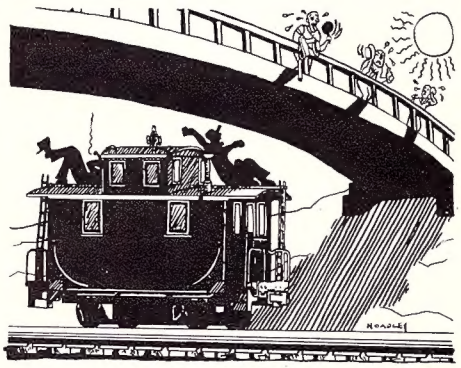
If your railroad operates in mountain country, you might be interested in the new Aristo-Craft import of an operating cable car system, not unlike the cars found in New England and other mountain areas. Operating, the set is scaled for HO but would be satisfactory for use on larger scaled pikes as background scenery. Price is $21.50 and it's all ready to set up.

Lots of model railroad clubs getting publicity these days and it helps a lot toward bringing larger crowds into your annual show. Hank Abraham's Summit & Centro was written up in several Long Island papers. David Sacks, whose Greenbrook Lines i swritten up in this issue of RMC, had quite a writeup in The New York Sunday News, and in other papers also. York Miniature Railroad Club even got plugs over stations WSBA, WGAL, and WNOW, while locally, the Bergen Evening Record saw fit to reproduce an AP photo of a new double deck British trolley being shipped to the Kennebunkport, Maine, trolley museum. Is your club getting it's share of publicity?

Another tip of our railroad hat to the Newark-Elizabeth Model Railroad Club which donated some of their proceeds from the 1955 show to the March Of Dimes . . . I see where they are thinking about building an atomic powered locomotive. This might bring sweeping advances to our nations railroads. Wonder if they'd let railfans take pictures of such an engine . . . Have you started thinking about the NMRA National Convention this year at Baltimore. Be on from Aug. 26-28.

Action Models, Box 72, Outremont, Canada, coming out with track sections for TT gauge, curves and straight. Also a crossover and switches. Ready May 1st, according to data sent us. . . Major Electronics has doubled it's production facilities and is now promising immediate deliveries . . . Members of the Niagara Frontier Region NMRA now have a new quarterly mimeo newsletter, the "Frontier Flimsy" edited by Bruce Shier . . . Louis Hertz has written another book on model railroading entitled "Advanced Model Railroading." If you liked his earlier works, you'll find this one in much the same style as his "Complete Book of Model Railroading."

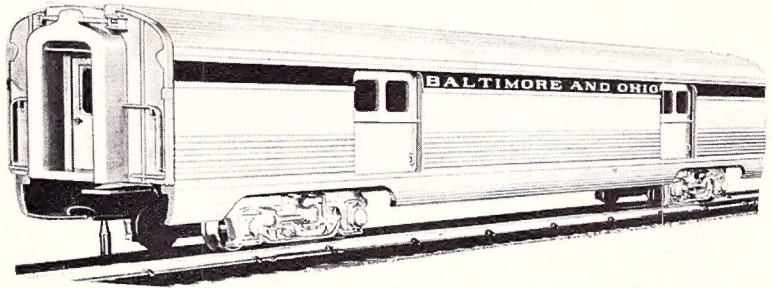
Do you subscribe to Railroad Model Craftsman. Lots of model rails are finding that it's the easiest way to get the magazine every month and it'll save you money, too. Subscribers usually get their copies before newsstand buyers, which means a lot especially to you Swapper's Column fans. Railroad Model Craftsman now has three times as many subscribers as it had one year ago and we really do appreciate your support . . . New English passenger cars in plastic are beauties but we do wish they'd cut the steps off of the baggage end of the combine at the factory. Actually, it only takes a jiffy to do the job yourself. The cars are now available ready to run in Lehigh Valley tuscan as well as in a snappy new green and tan Erie color . . . Atlas track available in Europe through Fulgarex S. A., 33 Avenue de Rumine, Lausanne, Switzerland . . . There appears to be more interest abroad in American equipment than we have here for European designs.



Toy train collectors find the Ives lithographed cars in much demand even though many of them don't have the attractiveness of the readily available Marx lithographed cars. With Marx switching to plastics, we wonder if the Marx equipment will come into their own, possibly ten or twenty years from now? . . . Why doesn't Globe add some black to it's beautiful gold diesel and thus create an engine in the Monon colors. Which would be fine except that the CIL uses F-3 type diesels.

Wonder what would happen to scale model track laying in HO gauge if Atlas and Truscale were to bring out their new quick lay type tracks in radii of from 24" to 30" .

New! ANOTHER BEAUTY FOR YOUR MANTUA STREAMLINER



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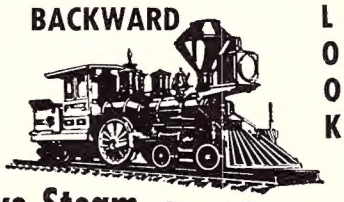

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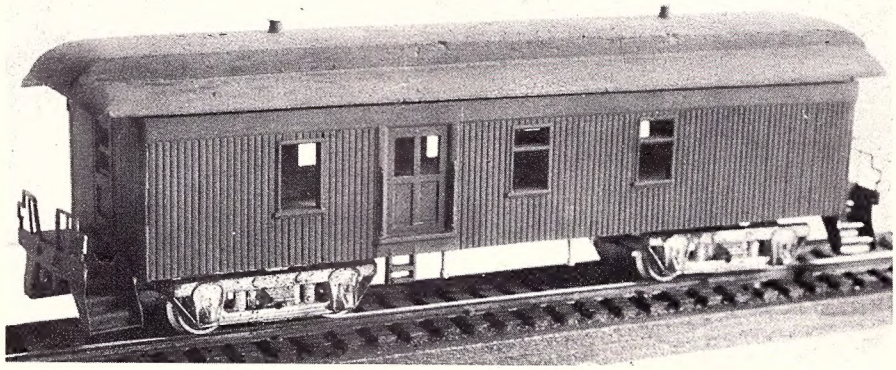


HO Open End Cars, International

International now offers a series of 4 open end passenger car kits imported from Japan which offer several unique constructional features. In the series are a coach, combine, baggage, and RPO car. The sides and ends are lead base castings with adequate simulated wood scribing detail. The sides are prepainted but will require some touching up at the ends when the car is assembled. It isn't necessary to repaint the entire side although we did. The floor and roof are milled and shaped except for the roof ends which must be rounded off and sanded.

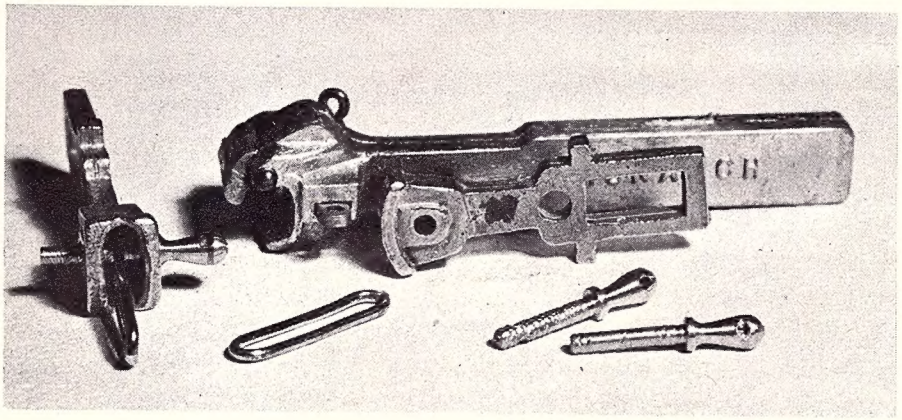
The step and platform assembly is built up of stamped tinplate. There are three pieces: first the steps, second the side of the steps, and finally, the handrail piece. The handrails are stamped from metal and are fastened with two pins. The steps are cemented in place. Smoke jacks are included for the roof as are queen posts for the underbody detail. Also included is a light for interior illumination and instructions on how to install the wiring. The cars are shorties, measuring about 50 scale feet, which is correct for many cars of this vintage. International Kupeeze autocouplers are included in the kit. Kit price $3.00 with ACF Trucks, imported by International Models Inc., 33 Union Square W., N. Y 3, N. Y.

¼" Link and Pin Couplers

O gaugers now have high quality lost wax castings of link and pin couplers which are almost identical to the HO couplers manufactured by Hi-Ballers except for size. The photo above shows the couplers compared with a standard Monarch O gauge coupler.

The old style link and pin miniature fits any standard coupler pocket in O gauge and goes perfectly with any old time equipment, passenger or freight. Links are made of wire and are nicely formed while the pins are of turned brass and have small holes drilled in the ends that they may be threaded to prevent loss.

It would be possible and prototypical for the model builder to take a standard O gauge coupler and saw a slot into the knuckle with a jewelers file wide enough to fit in a link. A small hole drilled down into the knuckle would then permit coupling of link and pin equipped cars with cars equipped with Janney type couplers. This practice was followed by the real railroads when the Janneys were first introduced, inasmuch as the changeover took some time. Mfd. by Hi-Ballers Corp., 1209 Isabel St., Burbank, Calif.



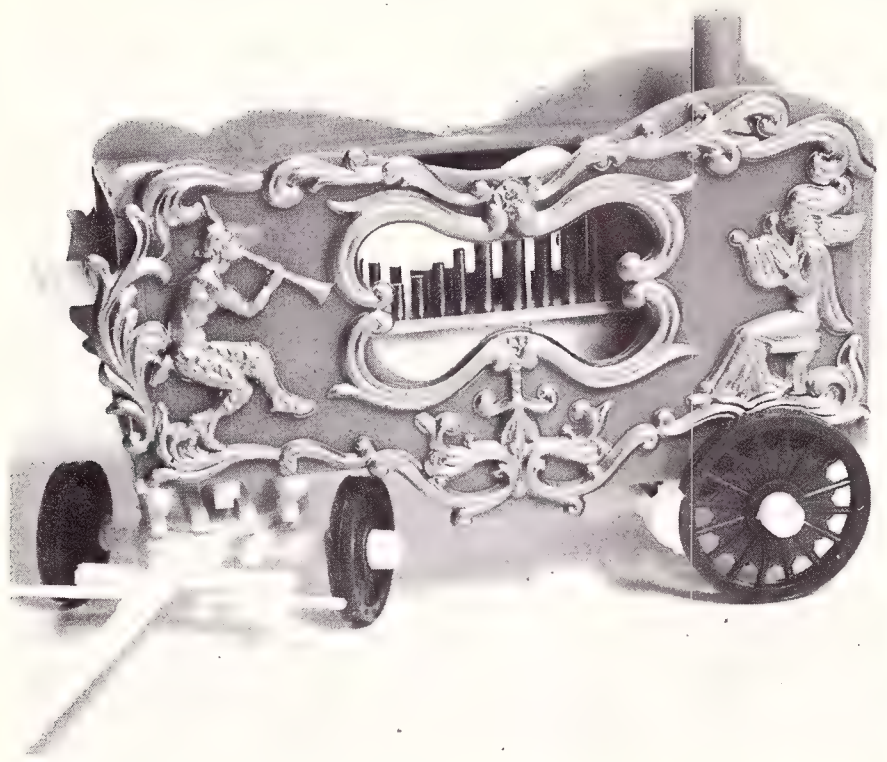
First Aid Kit

The chances are pretty good that your pike is located either in the cellar, garage, or attic; all of which puts first aid supplies pretty far away when an accident happens. Accidents do happen around the model railroad and work table. Many times we've cut ourselves on knives or razor blades, burned ourselves on soldering irons, or otherwise banged or bruised ourselves. As a result, we think it's a good idea to pick up a small First Aid kit such as the Supreme kit. Included in this kit are 10 band aids, sterilized cotton, sterilized gauze bandage, adhesive tape, and merchurochrome, and sterilized gauze pads. Distributed by Supreme First Aid Co., 70-72 Franklin St., N. Y. 13, N. Y., price $1.00 ppd.

Shineless Decals

Russ Clover has come up with an interesting new type all gauge decal that has no shine or gloss, except for a dull luster. The decals are printed on regular decal paper which has first been prepared by applying 410M model railroad paint to the complete sheet of decal paper. Later the regular lettering is applied to the specially prepared sheet. Part of a sample which we received is reproduced here but doesn't show lack of shine. Tests have not as yet been made with decal solvents to determine what their effect would be on the decal. It's been mentiond that 410M is being used presently as the background color. The manufacturer will be glad to prepare the decal paper with paint produced by other manufacturers.

Clover Decals are prepared especially for the individual customer with any road name he chooses. Prices are reasonable and save a great deal of time over the old fashioned alphabet sets. Prices and literature from the manufacturer. The manufacturer also offers your road name in any of several type faces printed on conventional decal paper. Mfd. by Russ Clover, Box 449, Santa Monica, California.



Circus Calliope Wagon, Globe, O

Globe's first entry into quarter inch scale is a beautifully detailed plastic simple assembly circus calliope wagon. All parts are included in assorted plastic colors. Wheels are molded red, frame is white, wagon and boiler green, and side carving is in gold

Instructions are concise and well illustrated. The manufacturer recommends the use of any special plastic binding cement and only drops are required to hold the component parts together. Assembly starts by putting the wheels on the axles, adding axles to the chassis, assembling the body, and cementing the body in place.

All wheels turn and the front axle also turns. Tiny eyeholes in the yoke permit threading in harness should the modeler wish to include the horses. Directions for painting, if desired, are included.

The calliope is the first of an entire series of circus equipment which may eventually number some 28 kits. The calliope usually brought up the rear of the circus parade, a fireman walking behind and occasionally tossing wood into the boiler to provide steam for the typically circus music. At all hobby shops, 89 cents per kit. Mfgd. by Globe-Athearn, Hollywood, California.

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the saga of the...
GREENBROOK LINES

WHILE OO gauge model railroading has diminished somewhat from its once proud position, it still has many staunch adherants and probably has more operating layouts per modeler than any other gauge. Most OO gaugers have been in the hobby for many years and have gradually perfected their layouts so that today they are in top notch operating condition.

One such pike is the Greenbrook Lines, built by David Sacks, of Plainfield, New Jersey. Started back in 1940, it has been rebuilt several times and has been at its present location since 1948.

The Sacks Road was built with operation in mind and has a single track main line of 525 feet, operating as a point to point line. Trains can run continuously, however. All 42 of the turnouts are home built, most of them being switch control operated. The longest run on the line is the 155 feet between Somerville and Easton.

The Greenbrook Lines is the second oldest member of the New Jersey Midland Model Railroad Association, a group of 14 OO gaugers located in the Central North Jersey area. Many of these members have OO layouts of their own and meetings are held on a round robin basis.

Club night at the Greenbrook Lines will find seven different control panels in operation, three of these being main line simple (they calls it) cab control. There are over two miles of No. 18 wire used in the electrical wiring and a minimum of twelve men are required to operate the trains when timetable operation is followed. The timetable lists twenty different trains and even with the large Greenbrook roster and the use of visiting equipment, it takes skillful juggling to have the right kind of power where it's needed when it's needed. Scale time is used and it takes 2½ scale hours to make the 155 foot Somerville-Easton run.

While a great deal of attention has gone into making the Greenbrook Lines an operating pike, there is plenty of scenery, with bridges, mountains, and the like. Since the railroad is laid out in a large loop form, the three main cabs are mounted on a platform outside the loop with the yard and engine terminal boards being located inside.

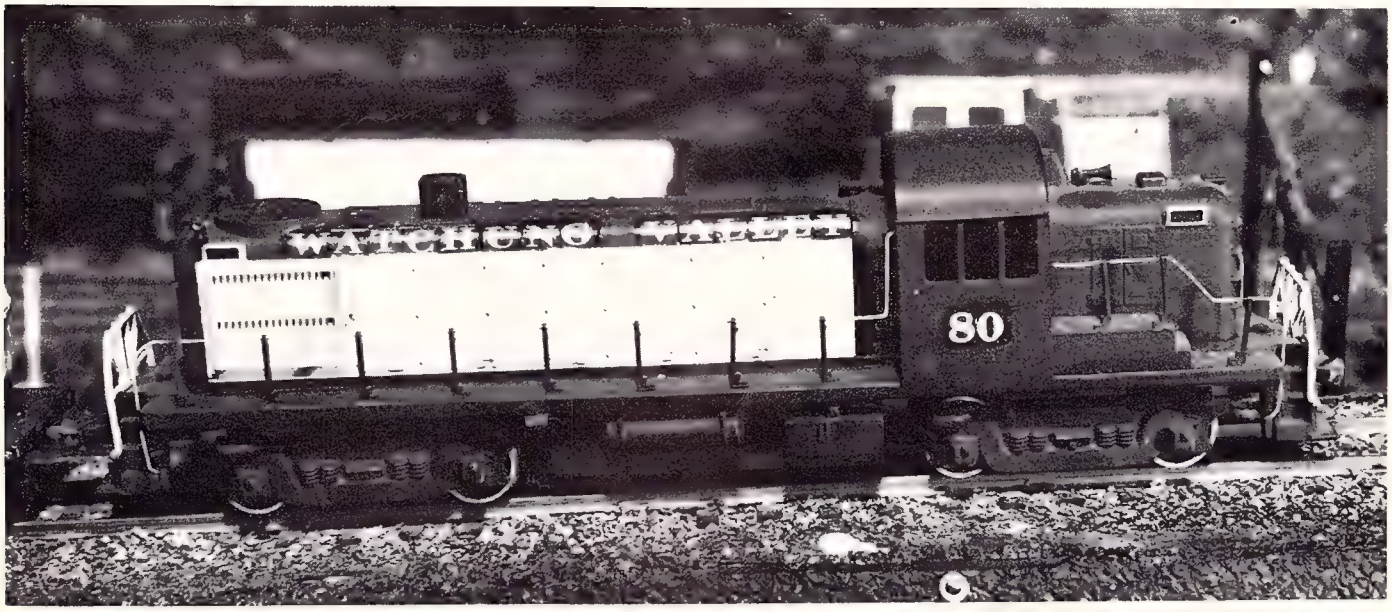
Engineers are picked by a seniority system with a

David Sacks, builder of the Greenbrook Lines, has to put in up to a week of maintenance work prior to each club operating night on his layout. Good maintenance keeps the pike in operating shape.

Operating night finds the big Greenbrook turntable in almost constant use. Greenbrook Lines is 100% steam powered except for one gaselectric which is for sale. Engines run from a small 4-4-0 and 0-6-0 on up to mammoth 4-8-4 shown on turntable. Other members operate a number of various diesels.

Staff Photos

Hey, you HOers, looks twice at this one! It's a Hobbytown Alco road switcher as modified by Bill Johann for use on his OO layout and is shown in use on a way freight on the G.L.



There's plenty of coal traffic routed over the Greenbrook Lines, as shown above. Greenbrook lies right in between the Pennsylvania coal fields and the heavy industrial New York area. The Sacks Line runs on two levels; husky OO engines capably handling even long freights.

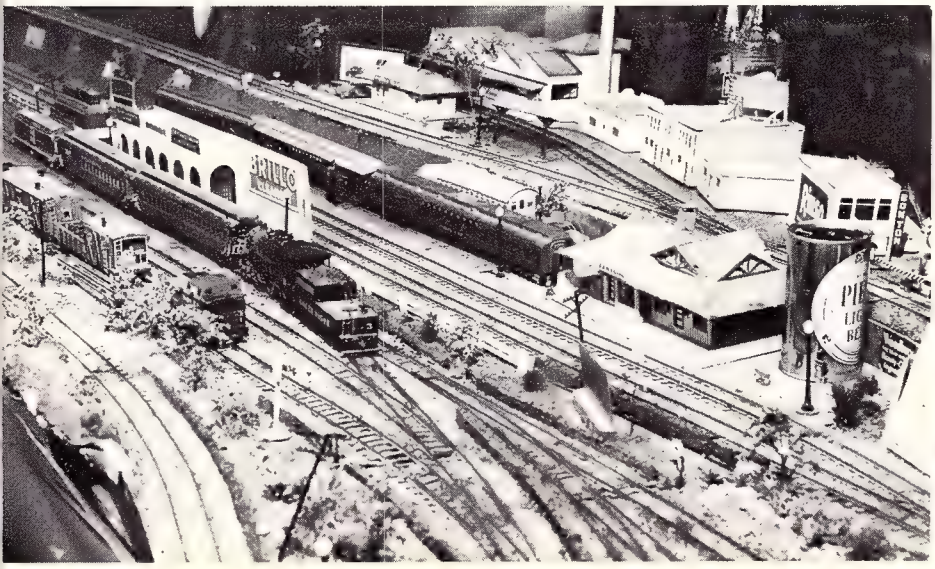
GREENBRO

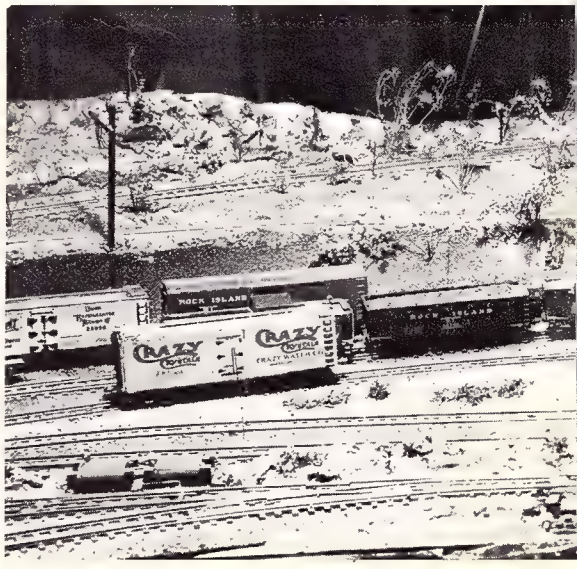
strict brownie, or demerit system, being in effect so that the younger members can get a crack at high-balling the crack trains, too. New members are admitted on probation until they can prove their worth to the organization. One rule not enforced is Rule G, operations in a small club such as this being more fun with an adequate supply of beer, soda, and tidbits.

The scenery on the Greenbrook Lines is more or less typical of what might be found in the Central Jersey area, the territory served by the Greenbrook. It's interesting to note that on a large map of New Jersey, the theoretical trackage served by each member club of the North Jersey Midland is shown, with the various connections. The timetables used by each member road having a layout takes into account the various train connections which are made.

Somerville and Lebanon stations appear as one large terminal, are actually two separate stations. Somerville is the railroad's eastern terminal and is starting point for most westbound passenger trains.

Long caboose in right foreground is converted Lionel car, as rebuilt by David Sacks. Caboose number 7 is standard Lionel caboose. OO gauge was manufactured by Lionel for several years before W W II.





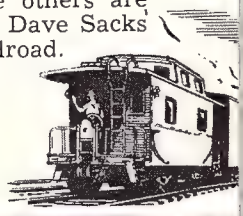
Gas-electric No. 234 crosses the curved wooden trestle near the engine terminal; is the only combustion powered unit on the railroad. Club operating night finds many foreign pieces of equipment handling some of the many trains required in split second timetable operation.

OK LINES

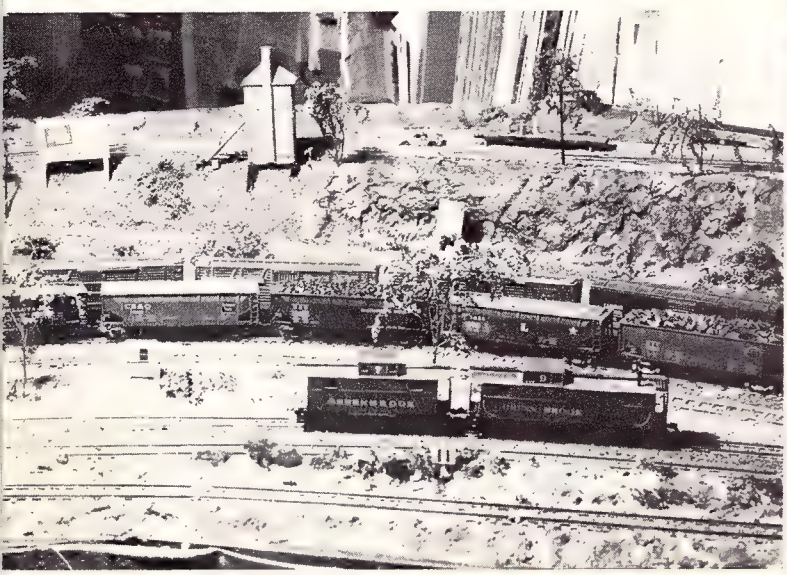
Consequently, a timetable change on one member road may result in a change having to be made by another road or roads.

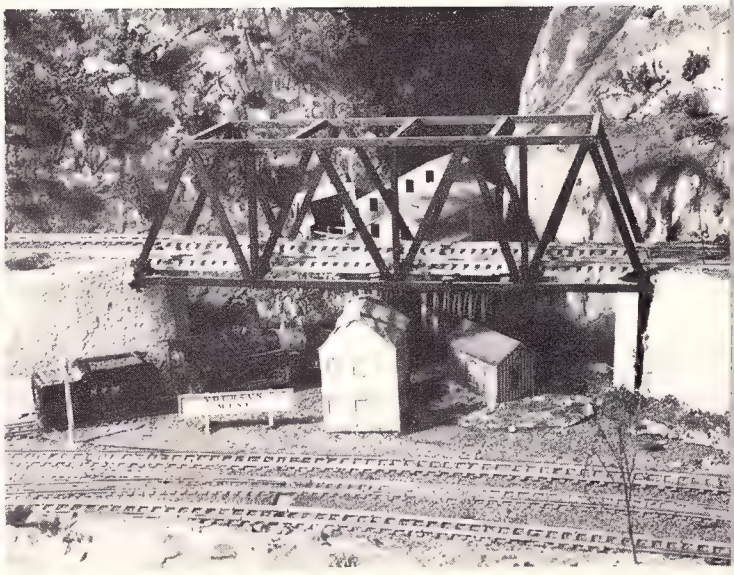
The engine terminal works smoothly, there being a five stall enginehouse and eleven spurs off of the hand operated turntable. The youngest member is normally the hostler, unless brownies issued to members with more seniority push him up.

The OO gaugers have not suffered from any scarcity of equipment since there are still a number of manufacturers supplying a wide range of kits. Modern road diesels and GP-7 road switchers are well in evidence. An Alco Hobbytown diesel can also be seen in one of the photos, testimony to the modeling skill of these minority gaugers. Many of the cars are scratch built while others are interesting conversions. Dave Sacks line is a railroaders' railroad.

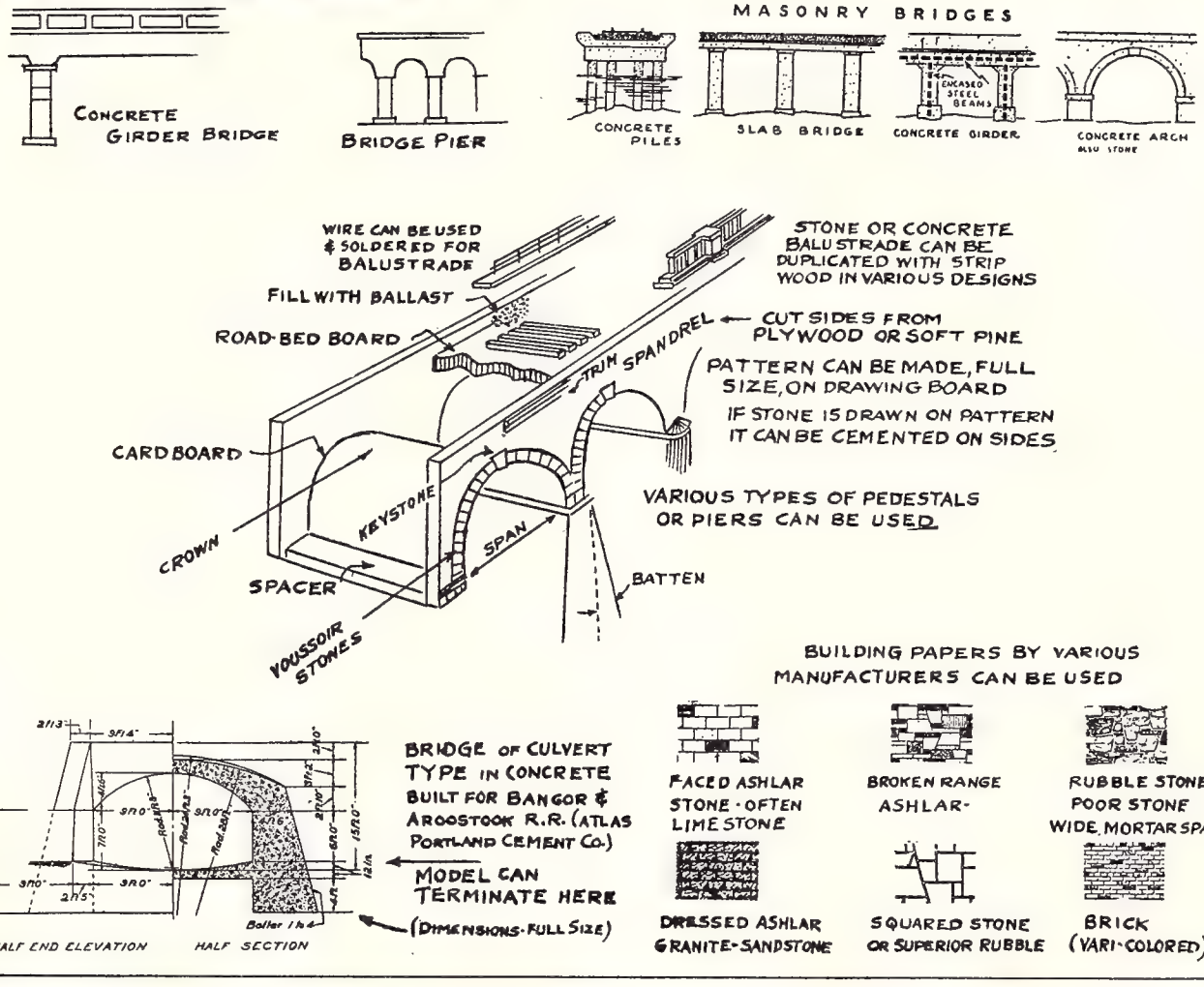


Yoursan Mine is the starting point for much of the line's coal traffic. Fleze Hotel was RMC full color cutout some months back. Note how the scenery effectively disguises the otherwise obvious cellar corner wall.

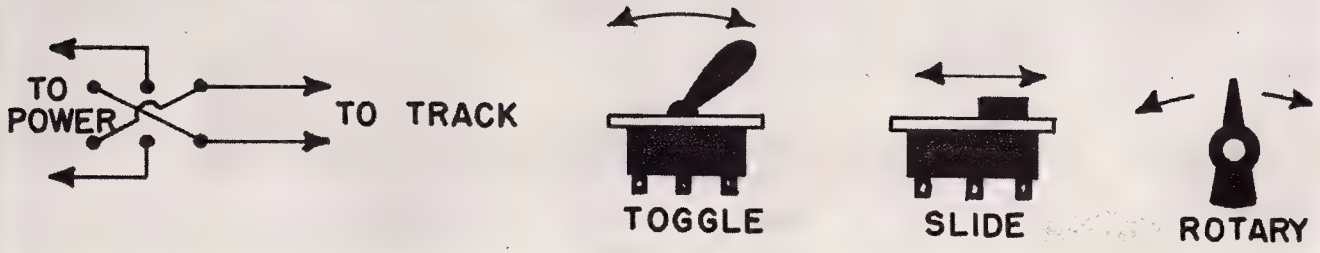




BRIDGES


MASONRY BRIDGES
CONCRETE GIRDER BRIDGE
BRIDGE PIER
CONCRETE PILES
SLAB BRIDGE
ENCASED STEEL BEAMS
CONCRETE GIRDER
CONCRETE ARCH
ALSO STONE
WIRE CAN BE USED & SOLDERED FOR BALUSTRADE
FILL WITH BALLAST
ROAD-BED BOARD
TRIM SPANDREL
STONE OR CONCRETE BALUSTRADE CAN BE DUPLICATED WITH STRIP WOOD IN VARIOUS DESIGNS
CUT SIDES FROM PLYWOOD OR SOFT PINE
PATTERN CAN BE MADE, FULL SIZE, ON DRAWING BOARD
IF STONE IS DRAWN ON PATTERN IT CAN BE CEMENTED ON SIDES
CARDBOARD
CROWN
KEYSTONE
SPAN
SPACER
VOUSSOIR STONES
BATTEN
VARIOUS TYPES OF PEDESTALS OR PIERS CAN BE USED
BUILDING PAPERS BY VARIOUS MANUFACTURERS CAN BE USED
BRIDGE OF CULVERT TYPE IN CONCRETE BUILT FOR BANGOR & AROOSTOOK R.R. (ATLAS PORTLAND CEMENT CO.)
MODEL CAN TERMINATE HERE
(DIMENSIONS-FULL SIZE)
HALF END ELEVATION
HALF SECTION
FACED ASHLAR STONE - OFTEN LIME STONE
BROKEN RANGE ASHLAR-
RUBBLE STONE POOR STONE WIDE MORTAR SPACES
DRESSED ASHLAR GRANITE-SANDSTONE
SQUARED STONE OR SUPERIOR RUBBLE
BRICK (VARI-COLORED)

REVERSE SWITCHES



WHAT goes on inside the reverse switch of your power pack? How do you wire up a reserve switch for D.C. operation with the permanent magnet motors usually used in HO and TT gauges? At over a dollar each, how can I afford enough reverse switches for my fair sized pike?

The simple wiring diagram above may solve some of these problems. The six round dots are the six terminals on the bottom of the DPDT (double pole, double throw) switch. On the Pittman toggle switches these are screw terminals, but on most other makes they are simple lugs with holes in them to which you are supposed to solder the various wires. The two wires from the power pack come to the center two poles. The two wires to the track come from the end two poles, but are crossed just outside or under the switch so that when the switch is thrown the polarity of the track current is reversed and the train reverses too. The two sets of wires may be reversed if desired. The rheostat to control speed may be placed in any of the four wires, but should be the same for all blocks in a given layout.

There are several types of DPDT switches used in model railroad work, the most usual and the best being the toggle as shown in the sketch. This positively locks for forward, off, or reverse and has a handle long enough for you to work easily. Some toggles (bat-handle simply means it has a larger than usual handle) do not have the center-off position and are slightly less desirable, while others have a "spring return to center-off" and would have to be held over to keep the train moving.

model the . . . x-acto, Inc. factory

Ideally suited for model use is the modern Long Island plant of the X-Acto Company, manufacturers of model building tools. Build it as the author did, following his simple methods.

Staff photos

by Lloyd Giebner

THE word X-Acto is a familiar trade name known to all who are engaged in the greatest hobby on earth, "Model Railroading." Especially is it known to those individuals who specialize in the construction of model structures.

My personal concern has always been to put enough punch into the first few paragraphs of each article to hold the interest and encourage the reader to continue. Each and every one of the model structures on your layout should feature a point of interest and just in case a visitor asks you the sixty-four dollar question "What is this building and what does it represent?", you should be able to supply some historical fantasy that will astound and at the same instant bewilder the imagination of your quizzer. On second thought maybe you had better give your visitor a straight forward intelligent answer.

Just think what a line of gab you could spill out on the X-Acto building. You could probably point out any number of tools on your work bench manufactured by X-Acto, Inc. For instance, you could show the No. 62 double knife set or the No. 53 X-Acto razor saw blade set. You might add that either of the sets is standard stock in the hobby shop and pretty darn useful on the workbench. Just in case your visitor asks the location of the X-Acto plant, it's located in Long Island City, New York, 48-41 Van Dam Street. The X-Acto tools can be purchased from your hobby dealer only. Do not try to order direct from the aforementioned address.

Materials You'll Need

Suppose you like the looks of this model and really want to try your hand at building it but your hobby dealer cannot supply the materials needed for the job. Then I suggest you order direct from the manufacturers as follows:

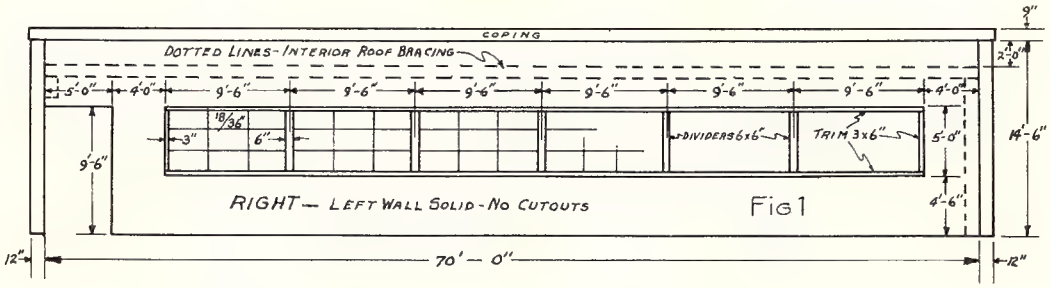
1—Northeastern—Box 100, Ballard Vale, Mass., manufacturers of scale lumber, structural shapes, stripwood and miscellaneous car parts.

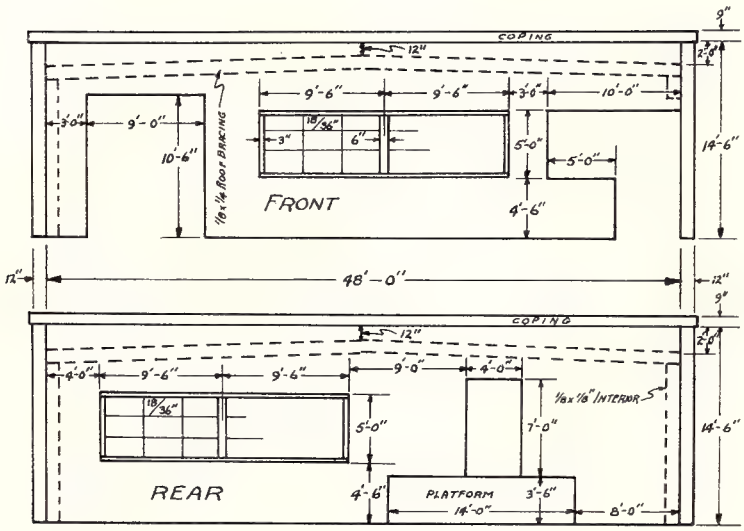
2—Wm. K. Walthers, Inc., 241 E. Erie Street, Milwaukee 2, Wisc., manufacturers of green grass, Tex-Kote No. V 333 and lichen.

3—Aikin Model Materials, 1670 Cunningham Road, Indianapolis, 24, Indiana, manufacturers of sky lights needed for the project.

4—Table Top Miniatures, 21 Lincoln Avenue, Chatham, New Jersey, manufacturers of the twelve new exquisite little people.

As a general rule I would not give the name and address of the manu-





—model the X-ACTO factory—

facturers but it was prompted by many letters received from modelers in remote areas who have to order by mail; their complaint was that most of the dealers could not supply the materials mentioned in my articles and they suggested that I make some effort to help them.

Good luck on this project, fellows. I am sure you can obtain the materials now.

The dimensional drawings are in feet and inches to fit all gauges.

Be sure your square is included in the construction of this project. It is very important that all pieces be squared before any cuts are made. Other materials needed are mentioned throughout the text.

MATERIALS

Northeastern milled basswood.

1	piece	stripwood	1/32 x 1/16"
3	"	"	1/16 x 1/16"
1	"	"	3/32 x 5/32"
1	"	"	3/32 x 5/32"
1	"	"	1/8 x 1/8"
2	"	"	1/8 x 1/4"
1	"	"	1/8 x 1/2"
2	"	sheetwood	1/8 x 2"
2	"	"	1/8 x 3"
1	"	doortrack	3/32"

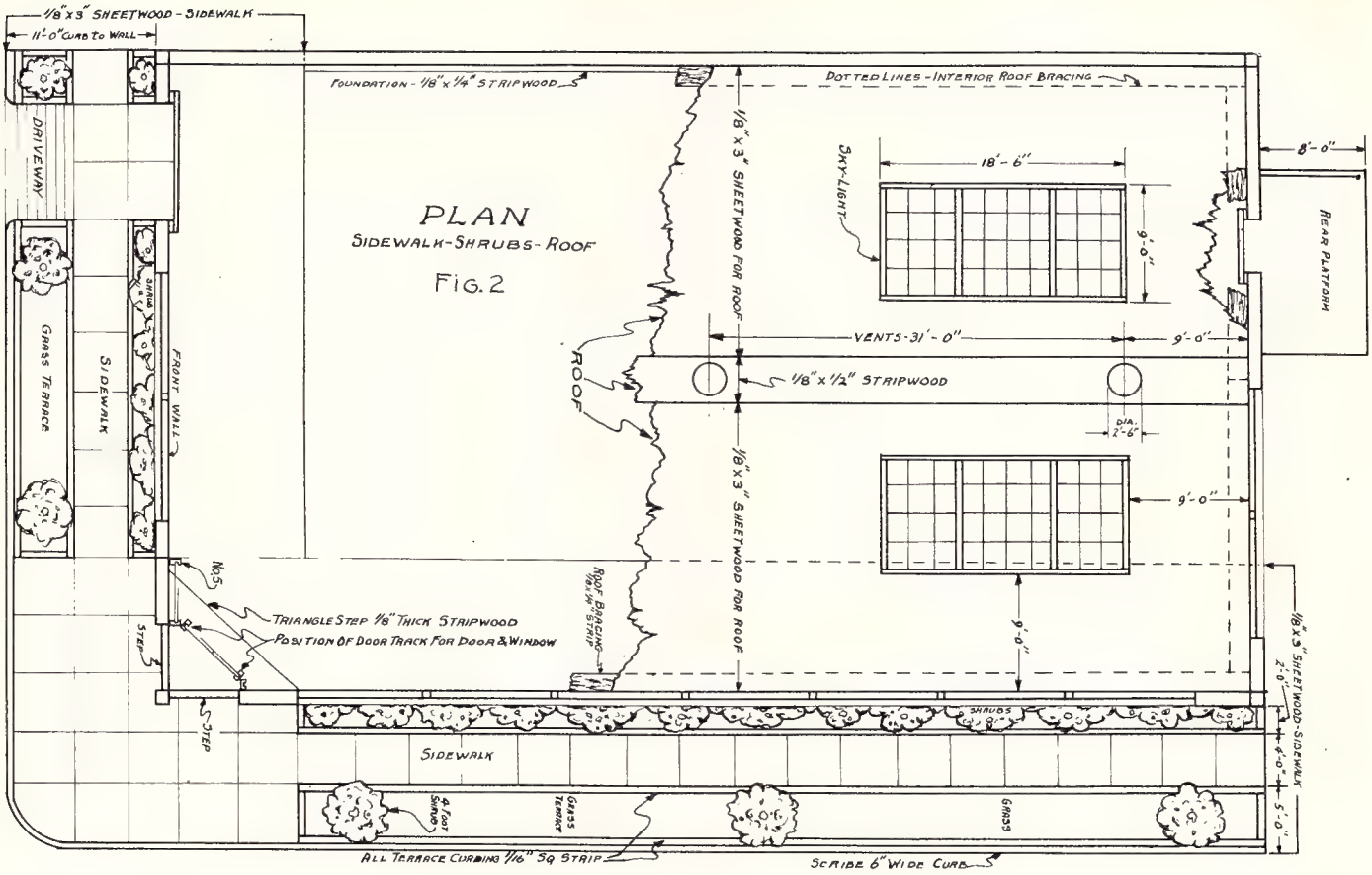
CONSTRUCTION

Fig. 1—Using the 1/8 x 2 inch sheetwood cut out the four walls according to dimensions. The X-Acto blade No. 11 is the best cutting tool for his job and as the material is 1/8 inch thick do not expect the blade to cut through the sheetwood on the first stroke. It will take several strokes (do not force the blade or use too much pressure) before the cut is completed.

The outside surface of the walls must be sanded to a smooth finish. Do this before cutting out openings for the doors and windows.

Simple, yet with plenty of satisfying detail, this factory offers plenty of model building fun with an authentic replica that will attract plenty of attention. Note sliding truck loading door left. Skylights on roof.

Front entrance is neat, easily modeled. Auto and truck are Varney clear plastic models painted with windows left unpainted. Sidewalks, curbs, and shrubs also add to general appearance of scene's realism.



Next—cut the four 12" square corner posts (use ⅛ x ⅛ inch stripwood) to size and glue one to each end of the front and rear wall only. Also add the interior (dotted line) bracing to these two walls only, as illustrated. Add nothing to the right and left wall at this time.

When glue has set on the front and rear walls, place walls in a bottom-side up position and glue all walls together. Your assurance of a perfectly square building can be accomplished by gluing one corner at a time and pushing your square up against each side wall. Allow time for this corner to dry, then proceed to the next. Add the dotted line roof bracing (⅛ x ¼ inch stripwood) to the right and left wall. Also add the coping (3/32 x 5/32 inch stripwood) strips. BE SURE the coping strip is flush with the inside wall and protrudes the front wall. Paint the building snow white.

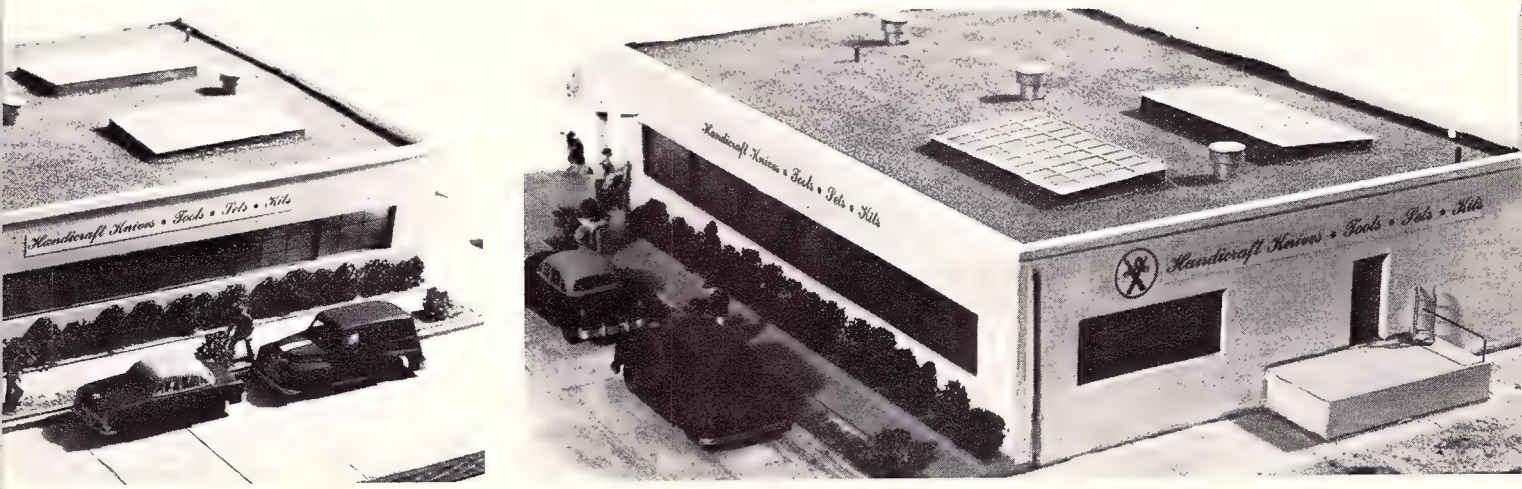
From now on you will have to keep your hands very clean. Of course a good model builder always works with clean hands but just thought I'd mention it as a precaution.

Paint one length of stripwood 1/32 x 1/16 inch and another 1/16 x 1/16 inch box car red, these two strips are used for the window trim. Cut to fit and glue in place (flush with inside wall surface) as illustrated. Also scratch lines (as illustrated) on a strip of celluloid for the windows. Sand inside surface to make translucent, fill scratched lines with Higgins Russet ink (allow time for ink to dry) and glue in location. DO NOT add trim to small window at the front entrance.

Fig. 2—This is a drawing of the overall plan. Using a length of ⅛ x 3 inch sheetwood scribe lines to rep-

Loading platform at rear of building has been kept simple, thanks to modern cement type construction. Don't forget drive for access of trucks, rainspout from roof, and platform detail: hand truck, cases.

more plans on next page . . .



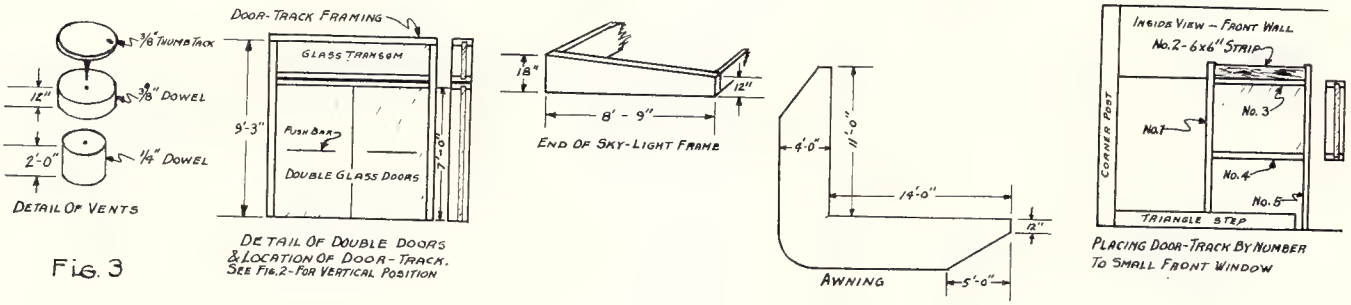


FIG. 3

model the X-ACTO factory

resent the concrete sidewalk, curb and driveway, then glue to the bottom of the building as indicated. PLEASE NOTE: Half of this three inch wide sheet laps under the building. Be sure to use the full width as it was designed in this manner to prevent warping. Add the rest (⅛ x ¼ inch stripwood) of the foundation.

Next — the terrace curbing. Cut 1/16 inch square stripwood to size and glue in place according to plan. Paint the sidewalk and all curbing a concrete color. Fill in the curbed areas by mixing water with a small amount of Durham's water putty and while putty is still wet sprinkle with Walthers Tex-Kote green No. V 333 to imitate grass.

Using a scrap of scribed sheathing add the small door at the rear and the garage door at the front, paint with thinned box car red.

Entrance—Here we try to duplicate in miniature the modern glass doors and if you will follow me on a step by step precept you will wind up with a good imitation.

Looking at the entrance Fig. 2 you will see three notes. First start by gluing the ⅛ inch thick triangle step in place, then add the two (1/16 inch square stripwood) small steps in front and paint all steps a concrete color. Second, paint a twelve inch length of 3/32 inch door track box car red, then cut four pieces 9'-3" long and glue in position for the door framing as illustrated. DO NOT add strip No. 5 at this time. Fig. 3—Cut the 7'-0" high celluloid glass door to fit, sand inside to make translucent, scribe lines as indicated and slip it in the door track slots. Add the two transom trim strips, the glass transom and last the top trim strip or door track framing.

Next—Placing door track by number to small window, inside view, front wall. The No. 1 piece is already in location, therefore add No. 2, No. 3 and No. 4. Cut pieces 2, 3 and 4 short enough to allow trim strip No. 5 to show from the outside.

Cut the celluloid glass window to fit, make translucent, slip it in door track slots and add trim strip No. 5.

Make up a small trough, paint it box car red, and place it on the concrete ledge in front of the small window and fill with flowering pot plants. Cut a triangle shape piece of wood and glue over the top of the transom for the ceiling. When a structure is glued down to the base I always like to seal all openings, keeps out the little crawling pests, that is, in case you have any.

Refer back to Fig. 2 and add the roof according to material sizes and detail. It is a good idea to add a heavy brace to the underside of the roof, one in the middle crosswise is sufficient.

Mark off the location for the sky lights on the roof and paint the area box car red. Make up the sky light frames (see Fig. 3 for end piece) according to dimensions and set in location on the roof.

Sky light—These two sky lights which are glued to the sky light frames could be made up according to plan by scratching lines on celluloid and then fill the lines with white ink. However, if you want that good looking professional touch, (bear in mind your visitors see a lot of the roof) then order a package of Factory Windows No. 205 (cost $1.00 per package) from Aikin Model Building Materials Co. This is a new product. All lines and framing are painted white and cut to size. All you do is glue them in location. Also Aiken manufactures tile roof, glass blocks and many sizes and shapes of doors and windows, with that expert finish.

Painting Roof—Paint the entire roof surface with black enamel and while paint is still wet sprinkle with finely sifted sand. Then make up the three vents (See Fig. 3) as detailed, paint silver and locate on roof according to (see Fig. 2) plan. Also place two pipe vents (use 1/16 inch tubing) on roof.

Awning, Fig. 3—Using a scrap of 1/16 inch thick sheetwood, cut out according to dimensions, paint white and glue it directly over main entrance. Lettering on awning can be cut out from magazine ads or blade wrappers and/or lettering of your own choice.

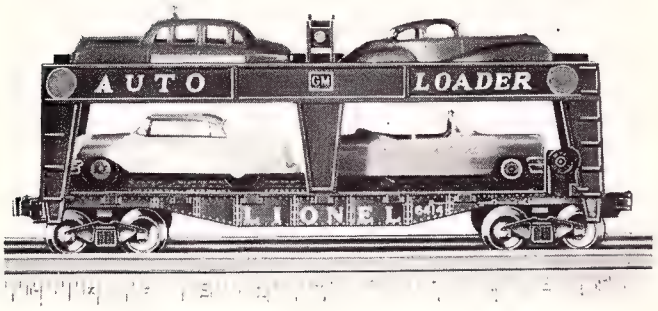
Shrubs—Lichen is used for the shrubs, select compact tops only and glue in place according to (see Fig. 2) plan.

Make up rear platform according to detail and affix to building.

LIONEL & GILBERT FOR '55

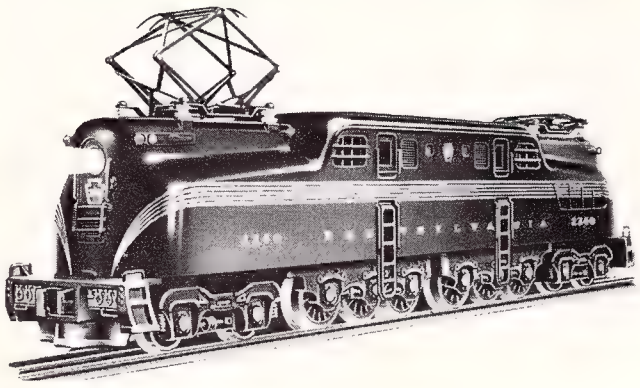
American Flyer

The 1955 lines of the two large toy producers reflect innovations of interest to all model railroaders. Keen competition is resulting in some of the best items ever for the trainfan.



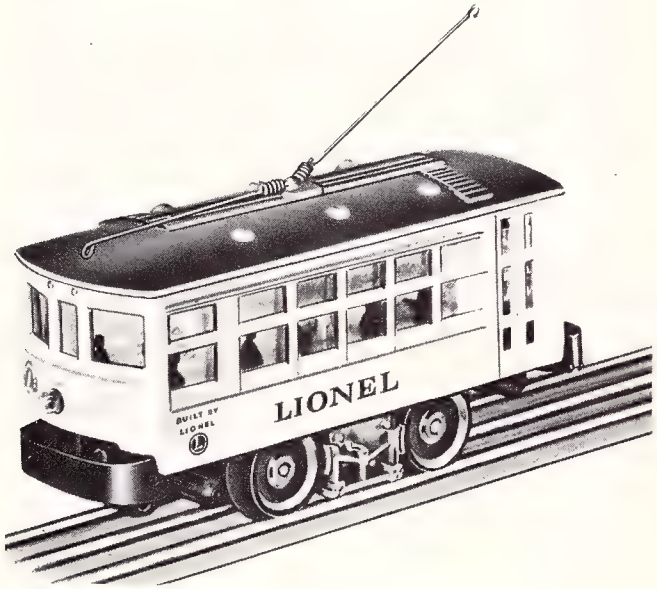
Auto Transport Car

Lionel beat all of the scale model railroad companies to the draw with this revolutionary auto transport car developed during the past year by the General Motors Corporation. The Lionel version is a modified flat car and comes with four automobiles and knuckle couplers. Bright plastic is used throughout. Mfr. No. 6414, length 11". Price $8.95. O gauge, mfg. by Lionel.



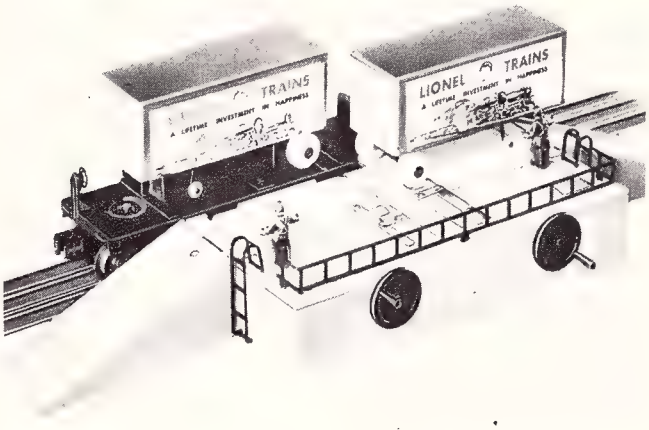
No. 2340 GG-1 Electric Locomotive

Collectors will be surprised at the return of the eagerly sought after GG-1, which had been discontinued for several seasons. The new version has two motors, Magne-Traction, and working pantographs. Biggest change in the engine is the use of a heavy molded plastic body in place of the former die cast metal superstructure. Ready to run, Mfr. no. 2340, price $49.95. O gauge tinplate, by Lionel.



No. 60 Trolley Car

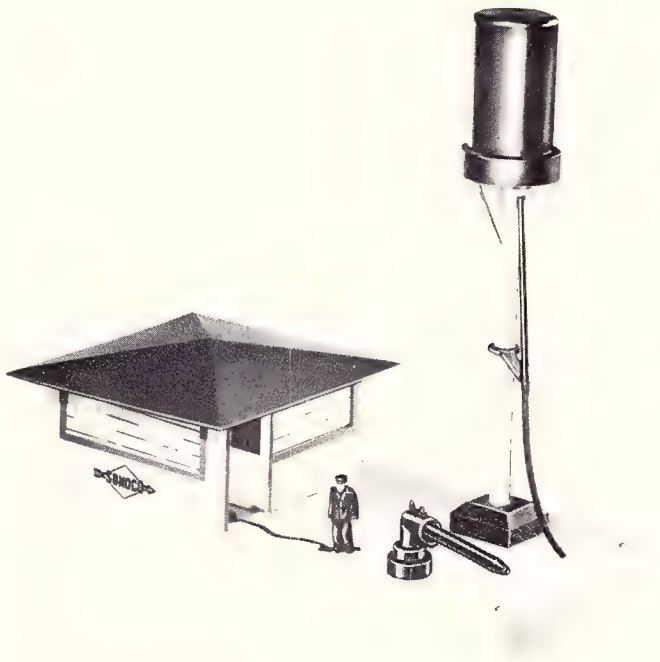
Big news to tinplaters is the first streetcar to be in the Lionel line in many, many years. A replica of the famed birney single truckers of the 1920 period, this bright yellow car reverses itself automatically when either end strikes a bumper. Plastic body with working headlights, price 8.95. O gauge tinplate, by Lionel.



Piggy Back Transportation Set

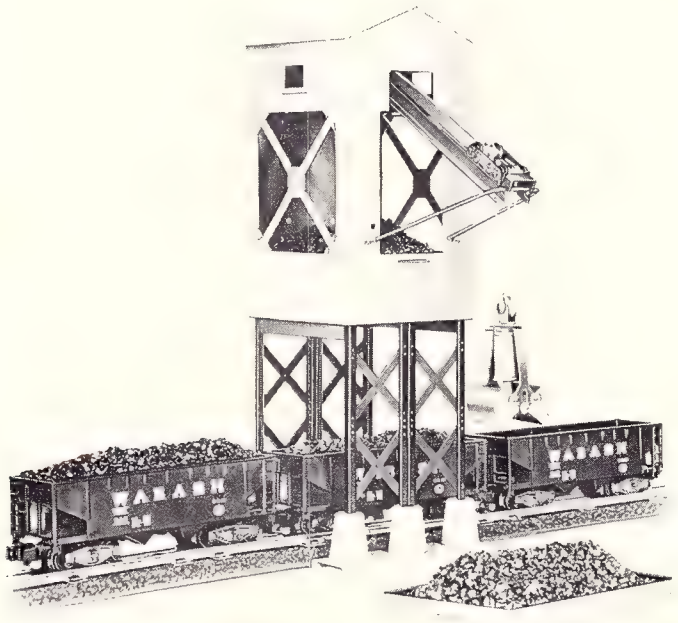
Lionel's new piggy back flatcar and ramp shows that the Irvington, New Jersey, firms' engineers are right on their toes with the latest developments. Two highway trailers are mounted on a flat car. Manual cranks on the platform either switch trailers to platform or back to car; also adjust for position of car when unloading. Set includes platform, flat car, and special Lionel trailers. For either O gauge or O-27. Price $12.95, by Lionel.

Continued on page 22



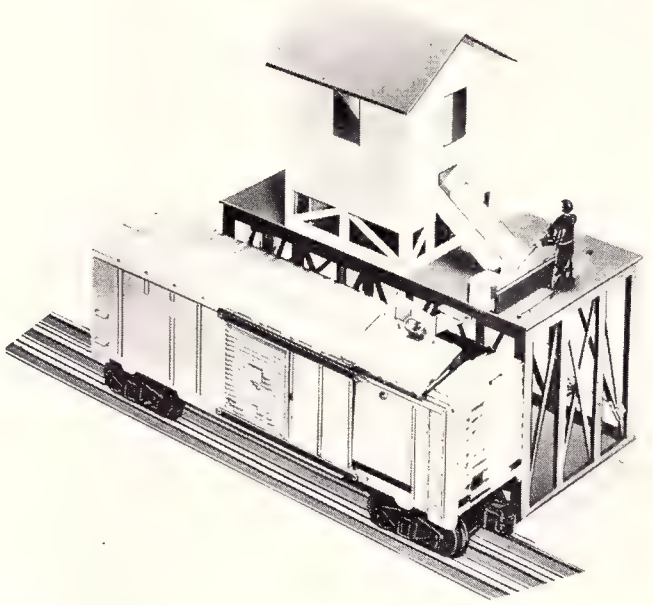
Diesel Fueling Station

The remote control fueling station brings man out of shack and swings pipe into position. Releasing button returns man to station and swings pipe back into off position. Nicely proportioned for easy conversion to full scale use on ¼" scale O gauge lines. Mfd. by Lionel, price $7.95.



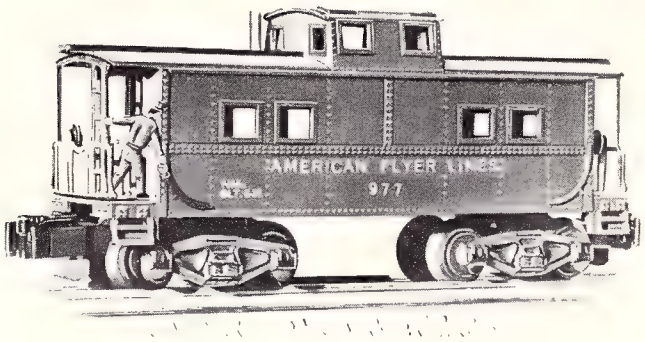
Gilbert Coal Loader

Here's a neat accessory which could be converted to full scale use by either S or O gaugers without too much effort. Operated by remote control, the clam shell scoop picks up coal from a near by bin, carries it up into a huge hopper. Press a second button and the coal drops into empty waiting hopper cars below. Unit stands over 14" high. Hopper cars are not included. Mfd. by Gilbert, No. 785 price $14.95. Other new accessories of this nature include the No. 787 Log Loader and the No. 779 oil drum loader.



Ice Depot Set

This remote control icing platform dumps plastic ice cakes into hatch on top of refrigerator car. Ice cakes can be removed by opening door in side of car. Station measures about 12" long, 4" wide, 8½" high. Mfd. by Lionel, price $15.95 for depot and car.



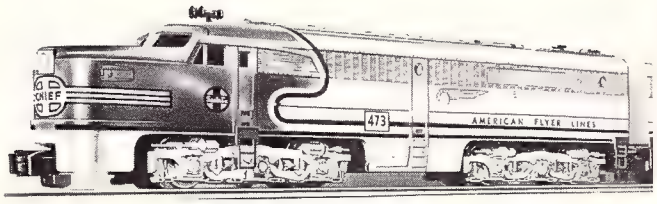
Action Caboose

Gilbert's engineers have finally given some attention to the old caboose. Each time the train stops, a rear end trainman leans out on his platform to check the action ahead. When the train moves on, he returns to his regular post, automatically. Caboose measures 6", is illuminated. Mfr. No. 990, price $5.50, by A. C. Gilbert, for S gauge.

HO Gauge From Gilbert

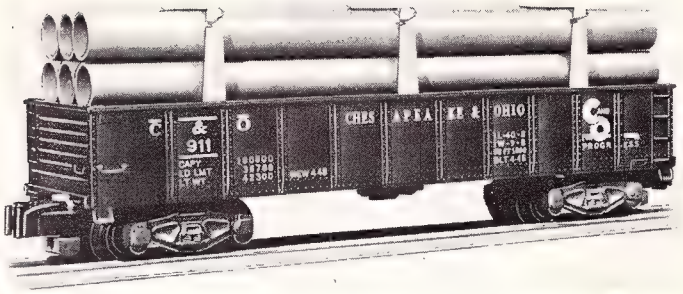
HO gauge returns to the 1955 Gilbert line, as revealed in these pages last month. The famed J-3 hudson is back with choo choo and smoke and we hope that you scale boys aren't snickering at mention of smoke. Ask any of the fellers at the NER New Haven convention not long ago who saw a Gilbert smoke unit installed in a Bowser articulated.

Also back is the Pennsy 0-6-0 switcher, and a brand new Lackawanna diesel which will probably be of Electro Motive design. Plastics will be used extensively, along with NMRA auto-couplers and Atlas track. Seven new cars have been designed for the Gilbert line: Monon cement car, MKT stock car, NH depressed centerflat car, CB&Q hopper, N&W gondola, PFE reefer, and a Reading caboose. All cars will have sprung trucks and standard wheel flanges.



Gilbert's Diesel Growl

A new feature in the line of Gilbert diesels this year is a realistic growling noise which increases as the diesel gathers speed. The noise is a fitting companion to the choo choo of the miniature steam engine. This feature was kept so secret that it wasn't even mentioned in the catalogs, lest news leak out too early!



S Gauge Pipe Car

Gilbert has added several new cars, modifications of earlier models. One is an 8" long C&O gondola with a realistic load of plastic aluminum colored pipes. No. 911 price $4.50. Also new is the No. 912 Koppers Chemical car at $5.00, the No. 916 D&H cement container car with five containers at $4.50, and the new No. 926 3-dome Gulf tank car at $4.95. All cars have automatic knuckle couplers, manufactured by Gilbert.

QUIET OPERATION

MANY queries coming into the office have to do with securing quiet operation of model trains. Particular emphasis is on HO, but the questioners are in all gauges. And it turns out that a very large percentage of them are running trains on plywood tables, while a good number of these and more, are on wooden roadbed. One of the worst offenders in the form of a noisy layout was in a hobby shop we visited where the owner should have known better but didn't. He had a magnificent layout all on Tru-Scale roadbed screwed to a plywood base, and it was so noisy that he could not operate the layout while a customer was conversing with him. Fig. 1 in the sketches represents the approximate set-up he had.

Now model trains are bound to make noise, even if you just hold them in your hand, although careful workmanship can minimize it. This noise can be picked up by a plywood table top via a wooden roadbed somewhat as if the train were running on top of a drumhead. The thinner the plywood, the noisier it will be. ¼" plywood being cheapest and structurally most suited for a railroad platform is the chief offender. Thicker plywoods are less noisy since they will vibrate less, but they are still not quiet. Much better in this respect are the softer boards such as Homasote or Celotex which tend to deaden the sound because they vibrate less. The set-up of fig. 1 with a Homasote table would still be noisy, but not as noisy.

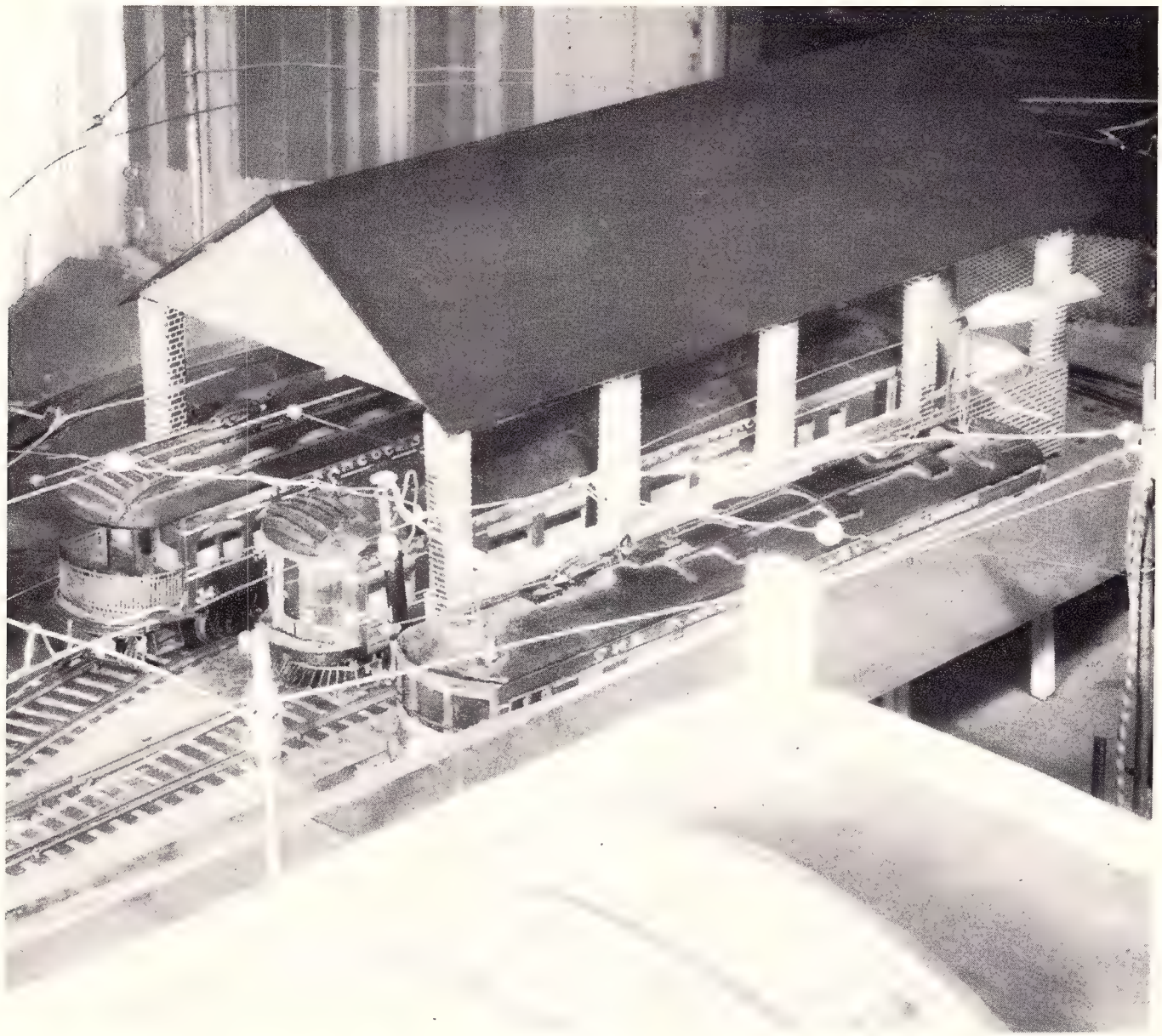
A quieter variety is shown in fig. 2, where instead of the wooden roadbed being screwed or nailed to the table top, it is cemented down using some type of cement such as Pliobond which does not completely dry. This lessens the rigid connection, between engine, rail, roadbed, and table, which immediately cuts down on the noise.

FIG. 1 FIG. 2 FIG. 3

Cork roadbed which has come into use recently offers a built-in quietness which wood cannot equal, but at the same time its misuse will result in a noisy railroad anyhow. If you spike your rails or track down on cork roadbed using the long O gauge spikes we usually recommend even for HO use, they will penetrate the cork and run into the table so that the cork will be useless for preventing noise. Use shorter HO spikes if you spike at all. Better yet cement the track to the roadbed and cement the roadbed to the table. This need not be with a soft cement, but plain old airplane cement. Spikes or pins may be used to hold the roadbed in place while it is drying and to hold the track down on the roadbed, but these should be removed when quiet operation is in order. If track has been somewhat pre-shaped, it will stay in place without difficulty.

(Just before the Korean War, Midlin came out with a cork roadbed track which seemed ideal for cutting down noise. A special cork roadbed with ties had slots into which you pressed a special rail which had an extension on the bottom. While fine in theory, many fellows found out that it did not work out well in practice. The secret of using this Midlin cork track was to prebend the rail to exactly the curvature it would lie in. With this there was no tendency for it to pop out of the slots on curves. A little cement in the slots would also help hold the rails).

Noise from the engines and rolling stock should be kept at a minimum of course. A lot of this is in correct adjustment of worm and gear and in motor mounting—altho some of it is in the motor itself. A few kits have rubber mounts for the motor which help a great deal. Hollow shells account for lots of noise, whether they be cast or stamped locomotive boilers, tenders, cars, etc. A hollow tender or box car is itself a little drum which will have its noise amplified by the big drum if it reaches it. Fill such a hollow shell with something—rags, wadded cotton, possibly steel wool, or vermiculite pellets—and the noise will be reduced . . . Cars rolling on plastic trucks or wheels will transmit less of the noise to the roadbed.



A CAR SHED

for steam or electric

by Bill Schopp

IF you'd like to keep your interurban cars or steam line passenger cars out of the elements without the expense of erecting a complete car barn, this car shed, located on the late lamented Rancocas Valley Interurban terminal in Atlantic City, N. J. should give you a quick idea. This shed was built to the correct length and width for two storage tracks already in place. The walls and pillars were cemented right to the "ground," while the roof was made removable for better access to tracks, cars, and wire in an emergency.

The pillars were made from ⅜" square strip-wood, wrapped with brick building paper, while the sides, spaced by the same wood extending down to the ground were made of cardboard covered with brick paper. The tops of the low sides were brick paper covered, while the inner sides were left plain white for concrete. The roof and gables were made from cardboard. The trolley wires were anchored to the back pillars.

The design of such a shed depends on the space you have available. In HO gauge, for which this one was built, the height of the pillars should be that of the trolley wire, 3" in this case. The number of pillars desired for a side should be multiplied by the pillar size (⅜" in this model) and subtracted from the total desired length or width. This remainder should then be divided by one less than the number of pillars to get the space between pillars. This need not be the same for side and end, but should be the same for both sides.

Such a shed may be appended to any closed car barn, engine shed, car shops, or diesel house to make an inexpensive covered but not totally closed storage place for cars, engines, or motors. It might later be enclosed with hinged or overhead rolling doors, with the space between side pillars covered in with timber with small windows in it.

Cars shown in the photo are observation motor *Absecon Light*, Parlor-Diner motor *Turtle Gut*, and at the station track, combination motor *Witch of Endor*.

How To Build a Model Railroad*

freight cars

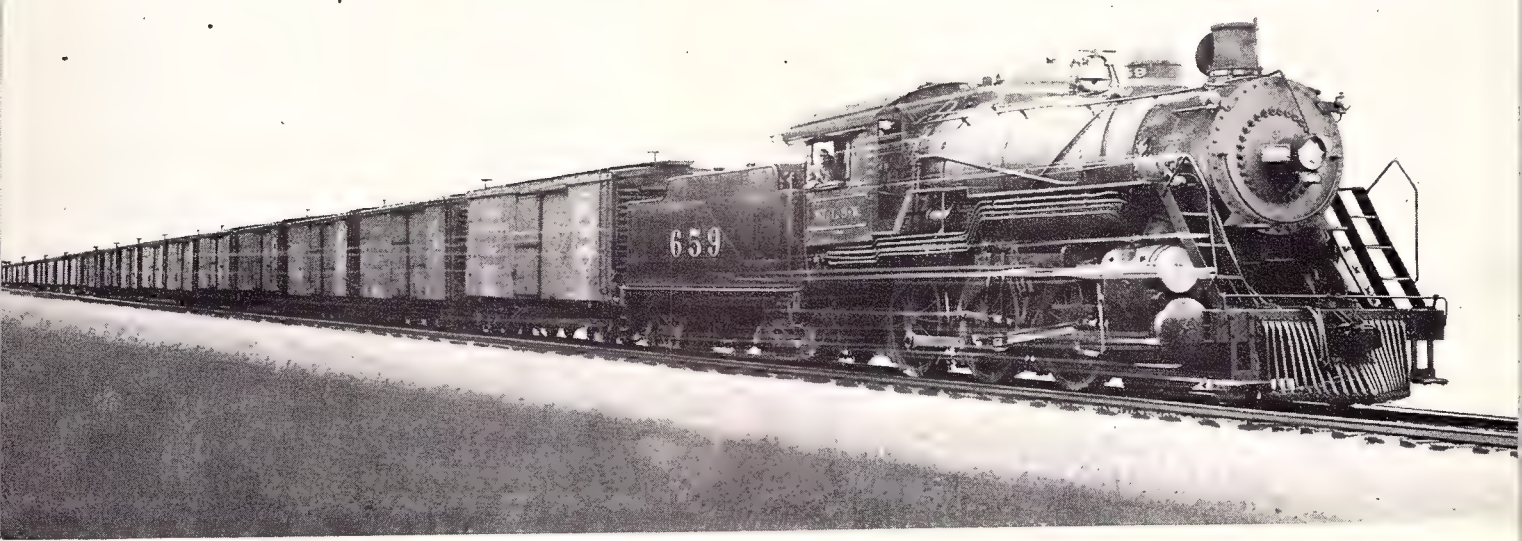
Freight cars come in an endless variety and their proper selection will tell any modeler what type of territory your railroad serves.

THE revenue of a railroad is not produced directly from the locomotives, track, stations, bridges, and other structures. All these things are necessary items to the transportation system but they do not, in themselves, fulfill the function that the public demands of a railroad. Only by providing cars for the carrying of passengers, and even more important, for the transportation of freight and other merchandise, can the railroad take in money. On your model line, you might get more fun out of building engines or scenery, but you will have to provide cars if the railroad is to resemble the real ones.

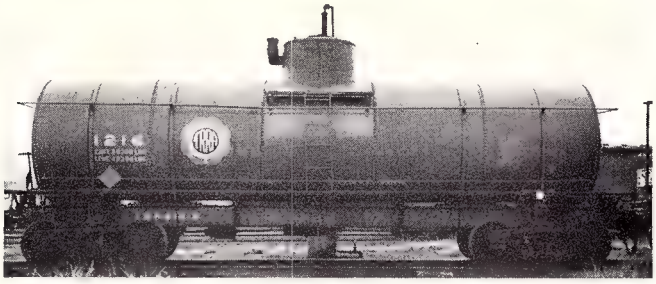
Freight cars are the very lifeblood of a railroad although the great majority of them may appear to be dirty and unglamorous. Passenger trains may give prestige to a railroad but it is the freight that brings in the revenue. With very few exceptions (notably the Long Island Rail Road and some interurban lines), freight accounts for more than half of the revenue taken in. In fact many railroads, including a number of class 1 lines, maintain no passenger service at all. For this reason, we will concern ourselves this month with freight only. If your railroad is to make any money, it must provide an adequate freight service.

Unlike most other equipment on real railroads, freight cars spend a lot of their time away from home. That is, they are used not only on the railroads to which they belong, but also on "foreign" lines. The reason for this is not hard to see. In a journey across the continent, a shipment of freight cars could not possibly make the whole trip on a single railroad. Two different lines, at the very least, would be needed to carry it from point to

Often drab and dirty, sometimes bright and even gaudy, the freight car is a vital factor in our nation's economy. Most model railroads have a number of them since many will often be used in a single train.



NYNH&H depressed center flat car.

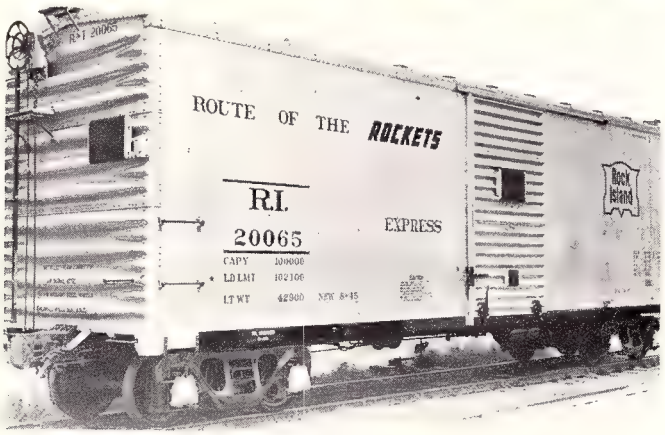


TRRA tank car for transfer of fuel oil..

SD&AE wooden gondola, makes an easy to build model.

ERIE offset panel twin hopper car.

ART reefer is colorful, as are most refrigerator cars.



CRI&P aluminum box car is used in express service.

point, starting place to final terminus.

In many cases, half a dozen or more railroads would carry the merchandise enroute to it's destination. It would be exceedingly wasteful to take the freight from one car and load it into another at every point where one railroad ended and another began. Instead, the shipment stays in one car from the start to the finish of it's journey.

Types Of Freight Cars

The railroads are called upon to move many different kinds of freight: fragile electronic equipment, bulk crude oil, live poultry, milk, coal, and thousands of other commodities. As a result, the railroads must operate many different types of freight cars to handle these different type loads.

Perhaps the most familiar type of freight car is one which resembles somewhat a house, having a flat gable roof. These house cars are of several types, the most common being the box car which is used for the transportation of ordinary goods such as newsprint, and almost any type of cargo which is crated or put in cartons. Box cars may even be used for the transportation of bulk wheat and other grains and box cars used in this service may not be used to carry other types of freight. Box cars come in all sizes and may be made of wood or metal. Some of the older cars now in use are only 36 ft. in length but most of the newer models measure 42 ft. Most of the newer cars are built to a standarized design so that one car can be lettered for many different railroads.

Many railroads now operate high speed freight service with specially equipped box cars that can operate at passenger train speeds. These cars are often painted in brilliant colors and have become very popular for model building purposes.

Bulky shipments which must be shipped in house type cars may not fit the standard box car doors so that the railroads must also provide special box cars, often of 50 ft. length, for the shipment of furniture and automobiles. These cars, identical otherwise with the shorter box cars, usually have four doors rather than two.

Another type of house car which is of great economic importance is the refrigerator car, in which are transported vegetables, meats, dairy products, and other foodstuffs which would perish on a long journey if they weren't kept under strict temperature control. It's interesting to note that refrigerator cars often must keep foodstuffs at temperatures higher than the temperature outside the car. Freezing winter weather may damage foodstuffs just as easily as weather which is too hot. The early refrigerator cars had to be loaded with ice every few hundred miles to keep the car cool but today, the old icing method is giving way to mechanical refrigeration units which eliminate the need for frequent icing stops, thus speeding the perishables on their way. The older reefers still have their roof ice hatches into which ice is thrown but on the newer cars, these are not found. Refrigerator cars are heavily insulated, much like the refrigerator in your neighborhood butcher shop.

Oftentimes the railroads are called upon to move large, odd shaped loads of machinery, lumber, or automobiles crated for export. Such loads are best loaded on flat cars, which are the simplest type of freight car. Flat cars, with their loads securely lashed and nailed in place are fascinating to watch since it is rare that loads can actually be seen.

Extra heavy loads and oversized loads also must often be moved. The railroads provide special heavy duty flat cars, often with 12 or 16 wheels, to handle these assignments. When the load is too large for clearances, depressed center flat cars are used. These are cars in which the center is depressed, close to the rails. It is often necessary to route oversized loads via certain routes to avoid close clearances. Probably the Erie Railroad is the most famous for it's ability to provide extra head room for those extra large shipments.

Similar to the flat car is the gondola car which is little more than a flat car with sides ranging from two to six feet in height. Gondola cars range in length from 30 feet for very old cars to 60 and 70 feet in length for modern heavy duty mill type gondolas used in transporting pipe

and long steel pieces. Most gondola cars fit into the standard 40, 45, and 50 foot lengths. Gondolas are used to transport loads of many kinds and in emergencies can be converted to carry almost anything. You'll see them loaded with steel scrap, crated tools, automobile frames, and even sand or gravel. Some gondolas have drop bottoms, similar to those of hopper cars.

For years the railroads were the largest users of coal and they still use coal in tremendous amounts, although not as much as when coal was used exclusively to power the steam locomotive. Hopper cars come in many sizes, usually figured by tonnage capacity: 55 ton, 70 ton, and 90 ton. Most 55 ton cars have twin hoppers, the 70 tonners have three hoppers, and the big 90 tonners, quadruple hoppers. Most hopper cars today are of steel construction but you still see many composite type wooden hopper cars which have steel frames and bracing with wooden sides.

The hopper car has several cousins used for the shipment of specialized bulk material. Heavy iron ore must be loaded in special heavy duty ore cars which look like regular hopper cars but are much shorter. Cement powder, and similar items, are transported in covered hopper cars, so that the material won't by ruined by rain and dirt while in transit.

The railroads are also called upon to move many different types of liquids such as petroleum, paint, oils, acids, and other chemicals. These are carried in tank cars which may have from one to six domes, each dome serving a certain compartment. Many tank cars are glass lined because of the type of material which must be transported in them. Cars of this type are the colorful wine cars, cars for shipping caustic or acid solutions, and the like.

Some tank cars have wooden barrel type tanks and are used to transport pickles. The average tank car has from one to three domes with a capacity of from 8,000 to 10,000 gallons. Most tank cars are painted black but many are dolled up in silver, crimson, green, and a host of other colors. It's interesting to note that most tank cars are owned by private car companies, and not by the railroads. The same thing is true of refrigerator cars. For this reason, both tankers and reefers bear such odd names as GATX for General American Tank, ART for American Refrigerator Transit Company, and so on. Sometimes these companies are owned by one or more railroads so that Pacific Fruit Express (PFE) reefers will bear the herald of the Western Pacific, Southern Pacific, or Union Pacific.

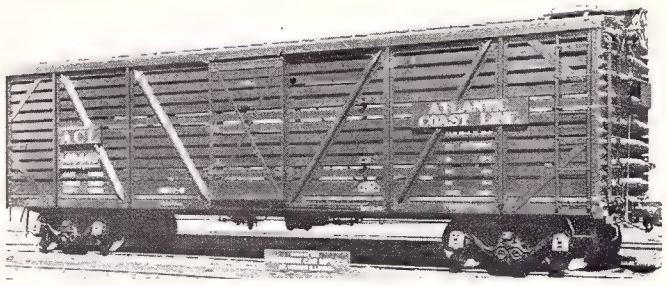
Years ago, many of the private packing companies dolled their cars up with extra fancy paint schemes and these cars are popular on model railroads today. Unfortunately for the railfans, the ICC abolished such rolling billboards during the early '30s because small packing companies were often forced to ship their freight in cars advertising a competitor's goods. Recently, a few companies have resumed painting their cars in the old tradition.

There are many special types of cars owned either by the railroads or by private companies which are used to transport special materials. Mostly, these are modifications of types of cars which we have already mentioned.

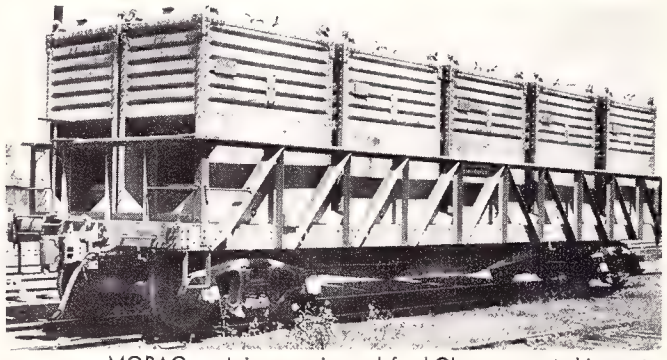
Pulpwood cars are used in certain parts of the country to carry cut up logs. Made in several designs, they are basically a flat car with ends and sometimes may resemble a box car frame without sides or roof.

A very recent development in railroading is the use of specially designed flat cars for the transporting of highway trailers. Actually a few railroads have had this type of car for years but only recently have a number of railroads gone after this type of business.

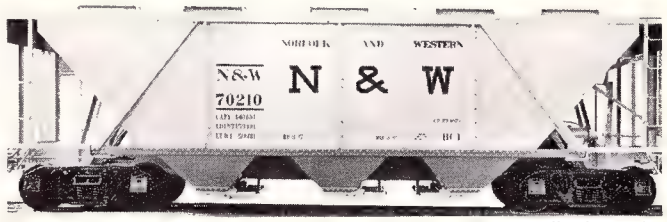
UPRR automobile car with raised roof for light bulk frt.



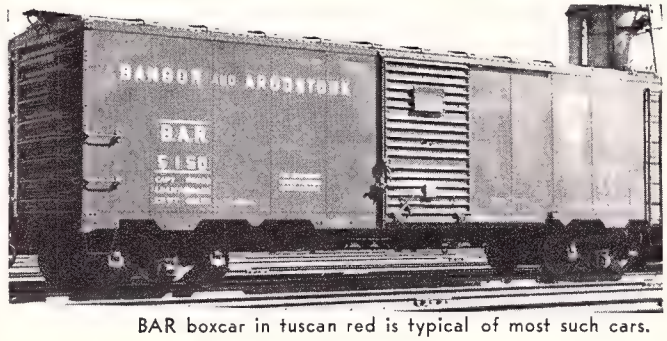
ACL modern stock car still retains wooden side slats.


MOPAC container car is used for LCL or cement shipments.

Heinz vinegar car, specially made, is privately owned.



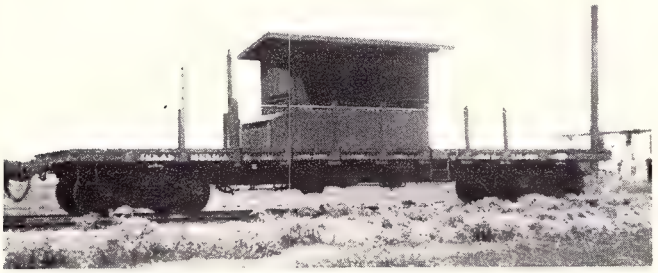
N&W covered hopper car, used for cement and allied goods.



BAR boxcar in tuscan red is typical of most such cars.

CPR wooden hack and look at the tall cupola!

SSW wooden caboose with yellow grabirons and large herald.



Tex-Mex transfer car, for yard crews to ride on.

Erie modern steel caboose, a good looking car.

Even simpler than the flat car is the log car which doesn't even have a floor but only a frame to which heavy logs are chained. Some log cars lack even the frame, the logs being chained only to special trucks. Hot metal cars are not found on railroads but are used around blast furnaces at steel mills.

Stock cars are a type of house car having slatted sides and are used to transport livestock. Some stock cars have two or more decks, providing economical transportation of smaller animals and poultry.

Non Revenue Cars

The railroads also operate a number of service cars, cars from which no revenue is derived but which are essential to the proper operation of the railroad. Of these, the most familiar type is the caboose which invariably is attached to the rear end of almost all freight trains.

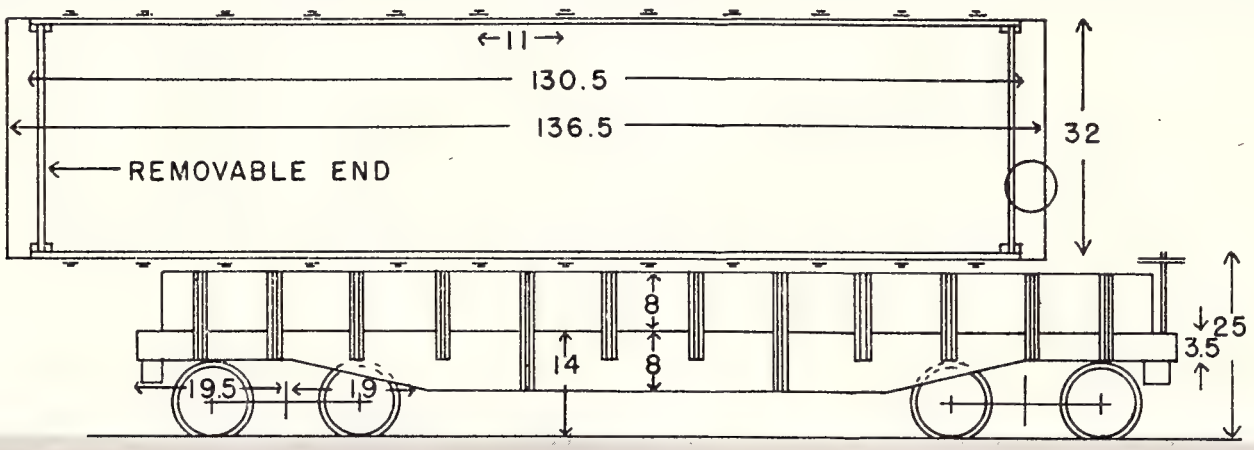
Cabooses are of many types but their function is the same. They serve as an office for the conductor and his crew. Some small four wheeled cabooses can still be found in certain areas but on the larger railroads, the modern steel caboose is seen more and more. Also, as state laws are revised, many railroads are turning to the use of bay window cabooses, since the time honored cupola no longer provides adequate visibility of the freight train ahead due to the height of many freight cars.

Many railroads have very distinctive caboose styling, unlike that of any other railroad. Paint schemes are also often distinctive and today frequently bear special slogans and heralds.

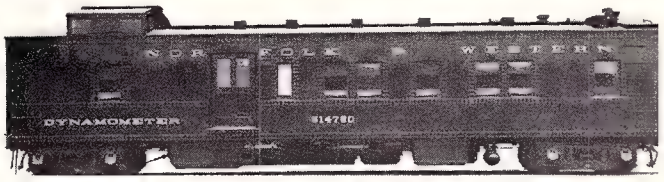
In addition to the caboose, there are many other types of non-revenue cars, most of them built by the railroads themselves in their shops to meet special requirements. For example, old box cars will be converted into bunk cars, kitchen cars, and tool cars for use in work trains. Old coaches will also often be used for this purpose. Obsolete flat cars may be used to carry extra trucks and wheel sets and old gondolas are put to use hauling cinders and ballast. When water is scarce, special tank cars are built to carry drinking water or water for putting out fires. Various departments of the railroad require special cars so that you'll see them lettered for the mechanical department ,maintenance of way department, engineering dept., and so on.

Some cars which the railroads need are more complex and are purchased especially for certain uses. One of these special cars is the derrick, required to clear the tracks after a train wreck. Railroads operating in snow

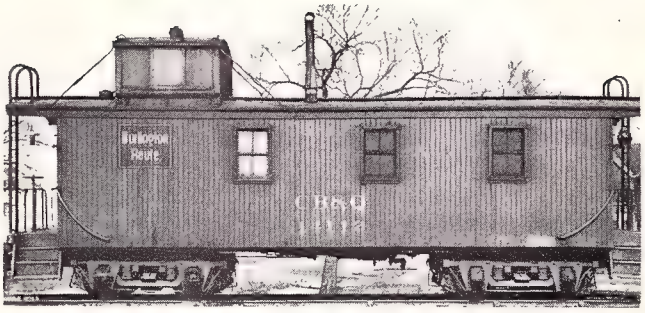
EASY TO BUILD GONDOLA — FULL SIZE HO GAUGE



C&NW bay window caboose has no cupola.



N&W dynamometer car measures locomotive tractive effort.



CB&Q older type crummy, has passenger type trucks.

B&O pioneered bay window cabooses, many other cars.

country must also be ready to clear the line after a blizzard and both snow flangers and rotary snow plows are used, depending on the severity of the snow in any given region.

Other special cars used in non-revenue service include boom cars, combination flat and box cars which are coupled next to the derrick to allow for crane overhang; ballast dump cars; weed burning cars, clearance cars, used to determine exactly how large a car or load may pass any given point on the railroad; and many others.

Freight Car Kits

Kits for most of these type cars are available in almost all of the popular model railroad gauges. Many of these cars require only a few minutes to assemble and may consist largely of plastic or prepainted metal parts. Beginners can assemble these with little difficulty. Fans who have been in the hobby for some time often prefer the all wood kits which take longer to build and which often allow free reign of model building skills.

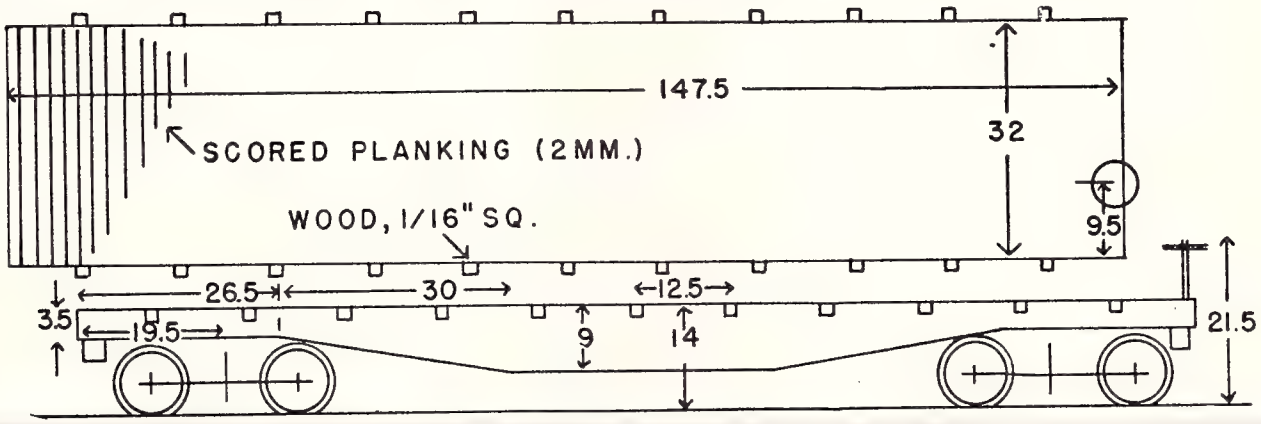
Most kits can be assembled with a minimum of special tool, although every modeler should have several small screwdrivers, a needle nosed pliers of good quality, a set of small files with jewelers files being especially recommended, a modeler's knife, sand paper in several grades, and a small vice. Additional tools such as a pin vice, small drill, etc., can be purchased as the need arises. Few kits require soldering although an iron is needed for wire work on track.

Kits need not be expensive, most HO gauge kits being in the $2-$3 bracket. O gauge kits start at around $4. Smooth rolling trucks in HO gauge may be had for as little as 50 cents per pair and many hobby shops carry a good supply of parts so that the model builder may build his own cars from scratch if he prefers, perhaps using plans such as those which appear regularly in Railroad Model Craftsman. Plans for building a very simple flat car and gondola are included with this chapter and are very easily made from wood and a minimum of commercial parts.

Next month: Passenger Cars, from the very oldest to the most modern.

freight cars

EASY TO BUILD FLAT CAR — FULL SIZE HO GAUGE



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by Bill Schopp

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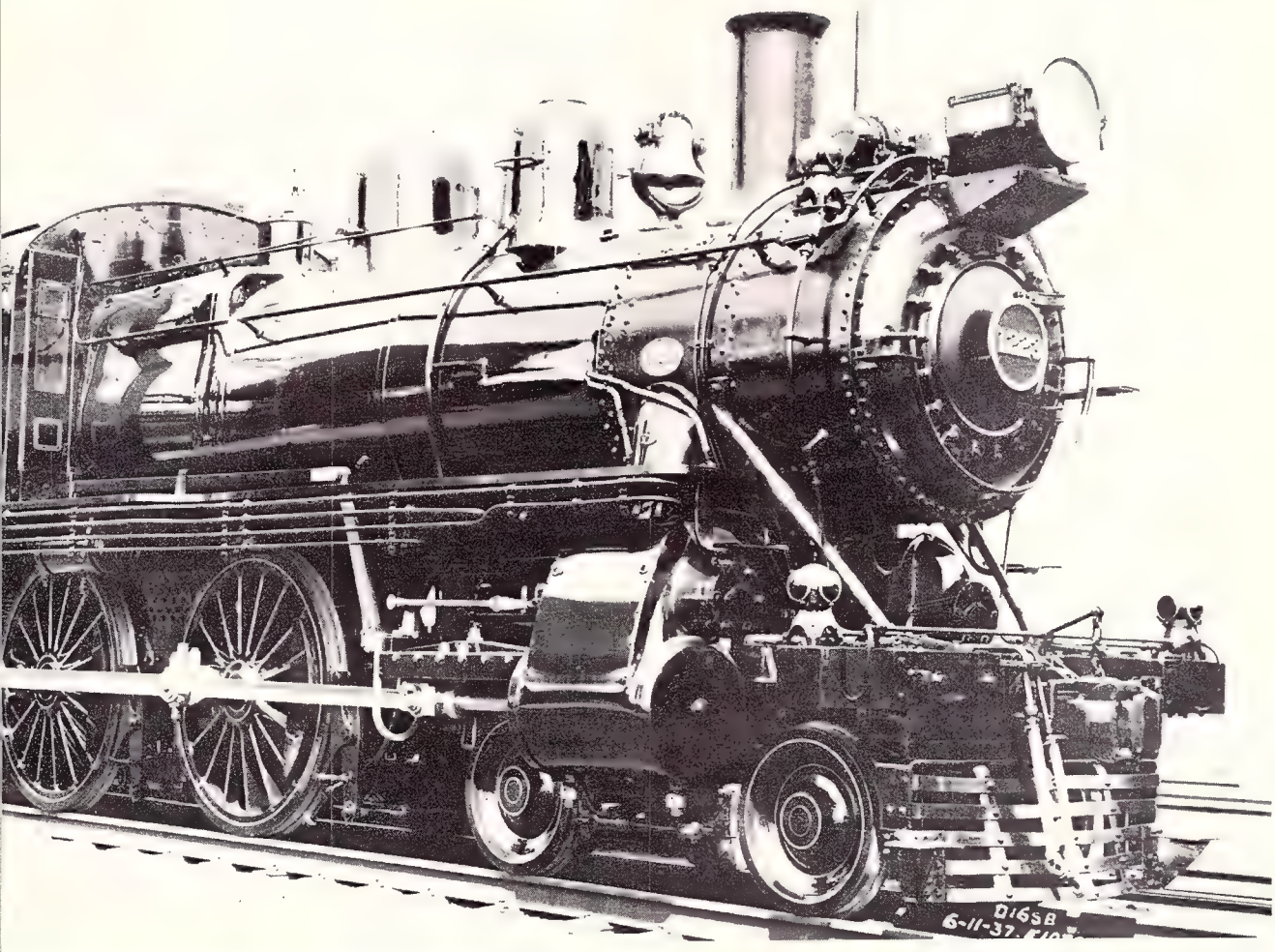


STYLE AMERICAN STANDARD

WHILE long a popular wheel arrangement among model builders, the 4-4-0 is available in model form mostly as a period piece, thus greatly reducing the value of the engine to the present day operator. One classic such locomotive is the Pennsylvania Railroad's D-16, of which one remains for exhibition purposes. Plans and the photo of the prototype as it exists came from the E. P. Alexander collection and my original intention was to build one from scratch. However, upon checking the Yardbird boiler dimensions I found them intriguingly similar except for length, about 3 scale feet too short. What I ended up with is a D-15-¾ 4-4-0 remodeled from a Yardbird, and I might add that you can take it or leave it. It does have a Pennsy appearance but of course it is not a D-16 if you are a purist. It is not unlike many 4-4-0s which were built.

The Frame

The first step is to make a new frame with the drivers moved toward the rear enough to permit a four wheel pilot truck. Immediately you run into a problem, since this pushes the motor way back. One of the small photos shows one of my attempts to solve this using a small Lindsay motor (from a Stubby) and a Lindsay mounting bracket. This keeps the motor well within the cab, but the motor is raised too high. 69" Bowser drivers are shown in this photo, just about right for a genuine D-16 (the small counterweight Bowser drivers do not ordinarily come with gear, but they will mount one for $1.00 extra). Another possible solution was used in my Camelback 4-4-0 in RMC for Nov. '53 in which the motor, mounted in normal position, is geared to an idler ahead of the main geared driver. Tender drive is a third way.

My solution, using the Pittman motor furnished with the Yardbird, was to let the motor stick out the rear of the cab. While this is rather disconcerting, it is not too noticeable since the motor is under the cab roof overhang, (which also conceals some linotype slugs for weight).

The frame is formed from ½" x ⅜" x 1/16" channel brass which can

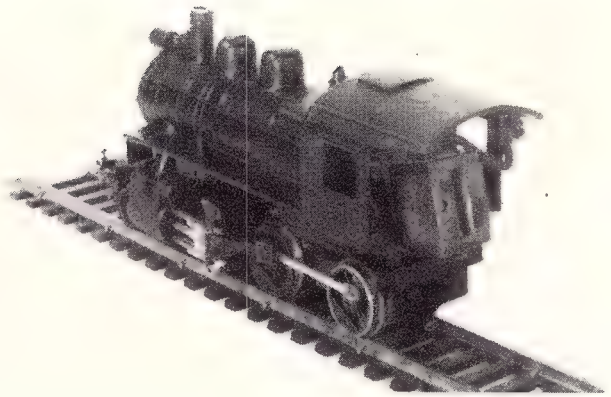


Photo shows how motor protrudes from rear, but which is barely noticeable when tender has been connected.

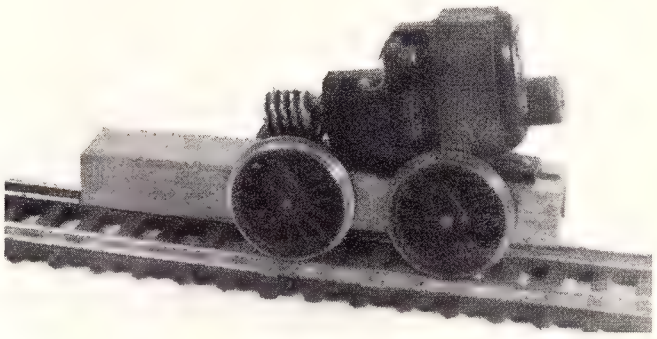


Photo shows frame for authentic D-16 with 69" Bowser drivers are small Lindsay motor. This engine was never finished

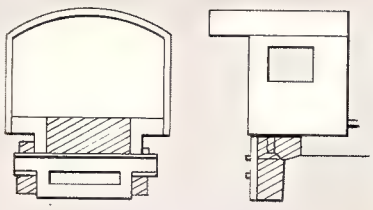
PENNSY STYLE AMERICAN STANDARD

Continued from page 31

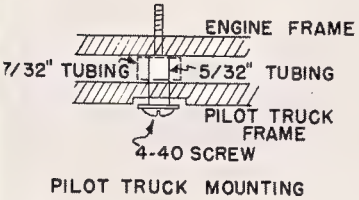
be obtained from George Stock, 83 W. Sedgwick St., Philadelphia, Pa., for 40c. per inch plus postage. You'll need four inches. Such brass channel is also sold by Special Shapes, at the same rate, but with a 30c. minimum postage charge. If you have occasion to be ordering a lot of channel or a variety of their shapes (send for price list, it is illuminating!), or can stop around in person, you will find it an equal product. The plan of the frame is shown. First you must drill the axle holes. Mark lines on each side of the channel 3"16" down from the top, using dividers or calipers of some sort. Then cross these with lines ½" and then 1" more in from the back, also on each side. Of course the back must have been cut square which you can do yourself with a jewelers saw. Centerpunch the four spots and drill say 1/16" and check with loose drill by eye for levelness of the pair of holes both looking fore-and-aft, and up-and-down. If the two holes do not line up, a little work with a mouse-tail file will make them. Always drill from both sides, never straight through. Then run ⅛" drills through the holes and again check for levelness. Finally run 3/16" drills through and check again. Then open up the bottoms of the holes with a jewelers saw.

Cut the retainer from 1/16" brass and drill mounting holes and saw holes for a gear slot through both at tne same time if possible. Cut gear slot with Jewelers saw. Slip Mantua bearings 6301 and 6302 (long and 2 short) into the 3/16" slots. If they do not go in easily, file the edges of each about 1/16" back from each side so they will go in without being pinched. The Yardbird axles may or may not have to be polished with a strip of emery cloth to make them revolve freely in these bearings. Then screw retainer in place with 2-56 x ⅜ flat-head screws and check for free rolling. If one axle is at an angle, you can shim it up with a bit of shim brass or drop of solder. While the axles are spaced for the Yardbird siderods, I broke mine out at the end so made up new rods from ⅛" x 1/32" brass, another Special Shapes product. Get rods on and get the mechanism turning freely, a hard job summed up in one sentence. You may elongate the crankpin holes in the rods for the rear wheels, but not for the geared driver, a cardinal principle of getting free running mechanisms.

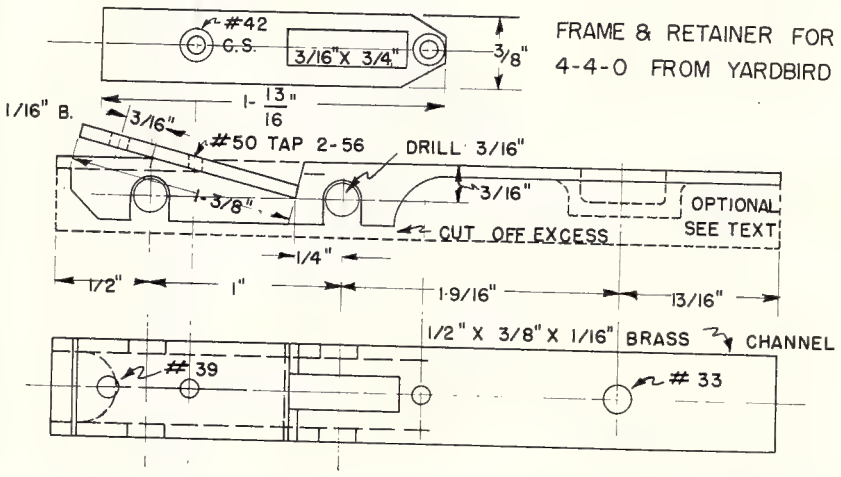
Remove the wheels and cut out the sloping gash in top of the frame for the Pittman motor. This is deeper than need be so that a piece of 1/16" brass may be soldered in and drilled



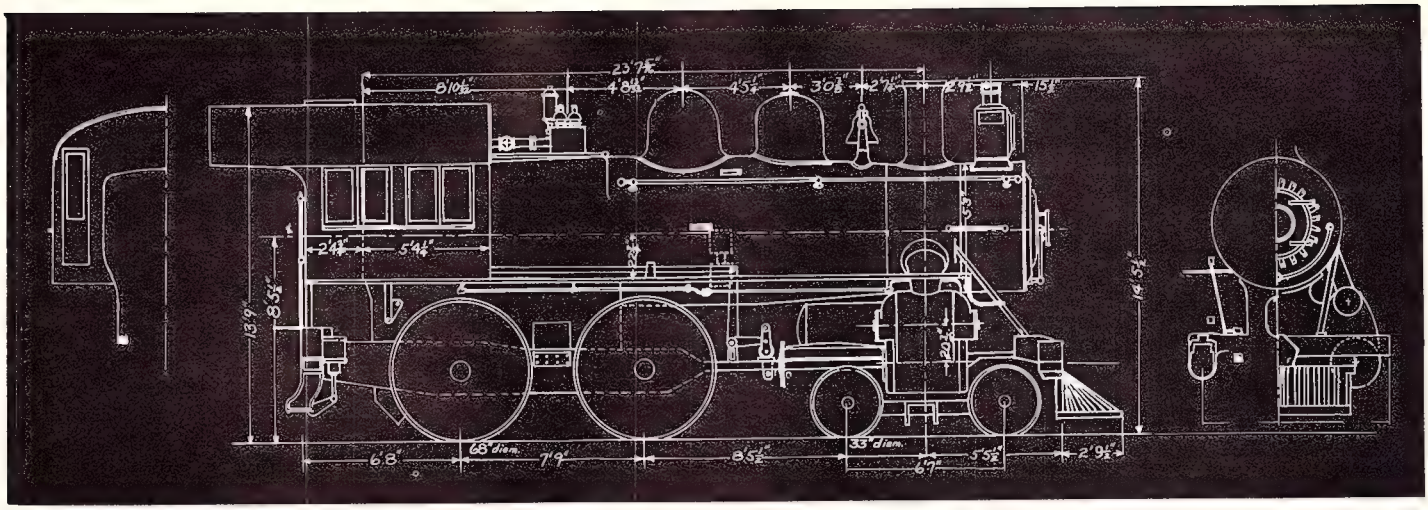
CUT OUT SHADED PORTIONS FOR CONVERSION



PILOT TRUCK MOUNTING



FRAME & RETAINER FOR 4-4-0 FROM YARDBIRD



No. 39 to clear the 3-48 motor mounting screw. Shove the worm all the way back on the motor shaft and cut off excess shaft. A metal worm may be soldered to the shaft, a nylon one must be held on by nibbling some crude knurling on the shaft with cutting pliers. It may be that the bottom of the brass felt retainer on the front of the motor may have to be cut back to get the motor low enough. The meshing of worm and gear is adjusted by bending the back end of the 1/16" brass motor mount up or down a little with pliers The front ½ of this motor mounting strip should be hollowed out as well as possible to fit the curve on the bottom of the motor pole piece. I did it with grinding wheels in a motor and tool after assembly, but wished I had done it before-hand.

If you use the Yardbird cylinders, you can then cut off all of the sides of the channel toward the front of the engine, and of course any that sticks below the retainer plate. However if you use other than the original cylinders (and you may want to use Mantua or MDC boxtop cylinders as closer to the type the D-16 was originally equipped with), you may have to cut a depression in the frame to allow the cyliners to sit down low enough for their center line to be in line with the driver centers. That is the gist of the "optional" lines in the plan of frame, dimensions to be figured out as you go along.

Cylinders are temporarily mounted with the 4-40 mounting screw of the Yardbird and a corresponding nut which you can get at a hardware or hobby store Yardbird main rods should be re-drilled so that back to front holes are 13/16". The new front holes should be No. 56 and should then be tapped 0-80" so that you can use a short crankpin screw to attach main rod to crosshead. You may or may not wish to mount the Yardbird yoke. I did at first, figuring on putting on Walschaert valve gear regardless of the Pennsy, but found that it would look silly, so removed yoke and filed cylinders to approximately the slope of those on the prototype photo.

Pilot may be a Penn-Line or Kurtz-Kraft P. R. R. pilot soldered or screwed in place. With 51" Yardbird drivers, you may have to cut the whole bottom bar off the pilot to keep it from scraping the track. Pilot truck may be any make. Mine had at one time been removed from an English Pacific. I replaced the solid wheels with spoked ones. I put nylon tires (from original nylon pilot wheels) on the insulated sides to prevent brush-burns between cylinders and pilot wheels. I also cut out the sides of the truck a little to keep truck from hitting cylinders, and also did a little pruning on the inside of the cylinder block where it wouldn't show too much.

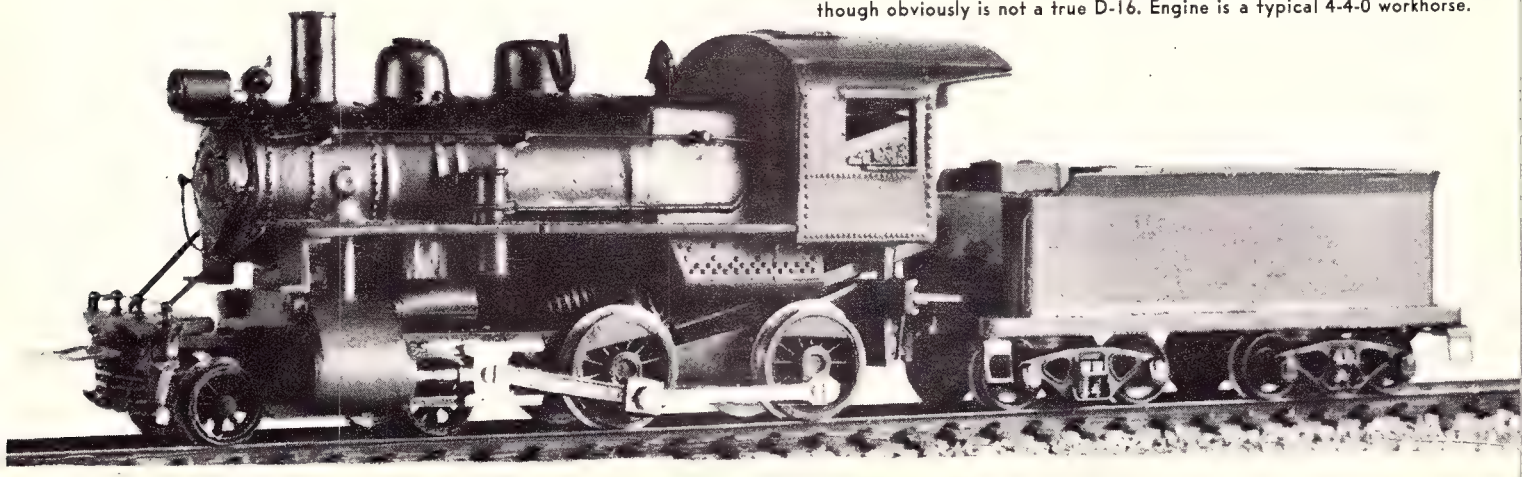
The pilot truck is held on by the 4-40 mounting screw which passes first thru a washer, then thru the slot in the pilot truck, then thru a piece of tubing long enough (when screw is tightened) to keep pilot truck down on the track, but not long enough to foul switches and ramps. Mine is ¼" long. Common practice is to put a large coil spring around this tubing to keep pilot truck pushed down, but since the model tends to be front-heavy, I used a short length of 7/32" o.d. tubing. This must be just long enough to take a little of the weight off the front of the engine (which keeps truck on track), but not long enough to hoist the front drivers off the track. Mine is 9/64" long.

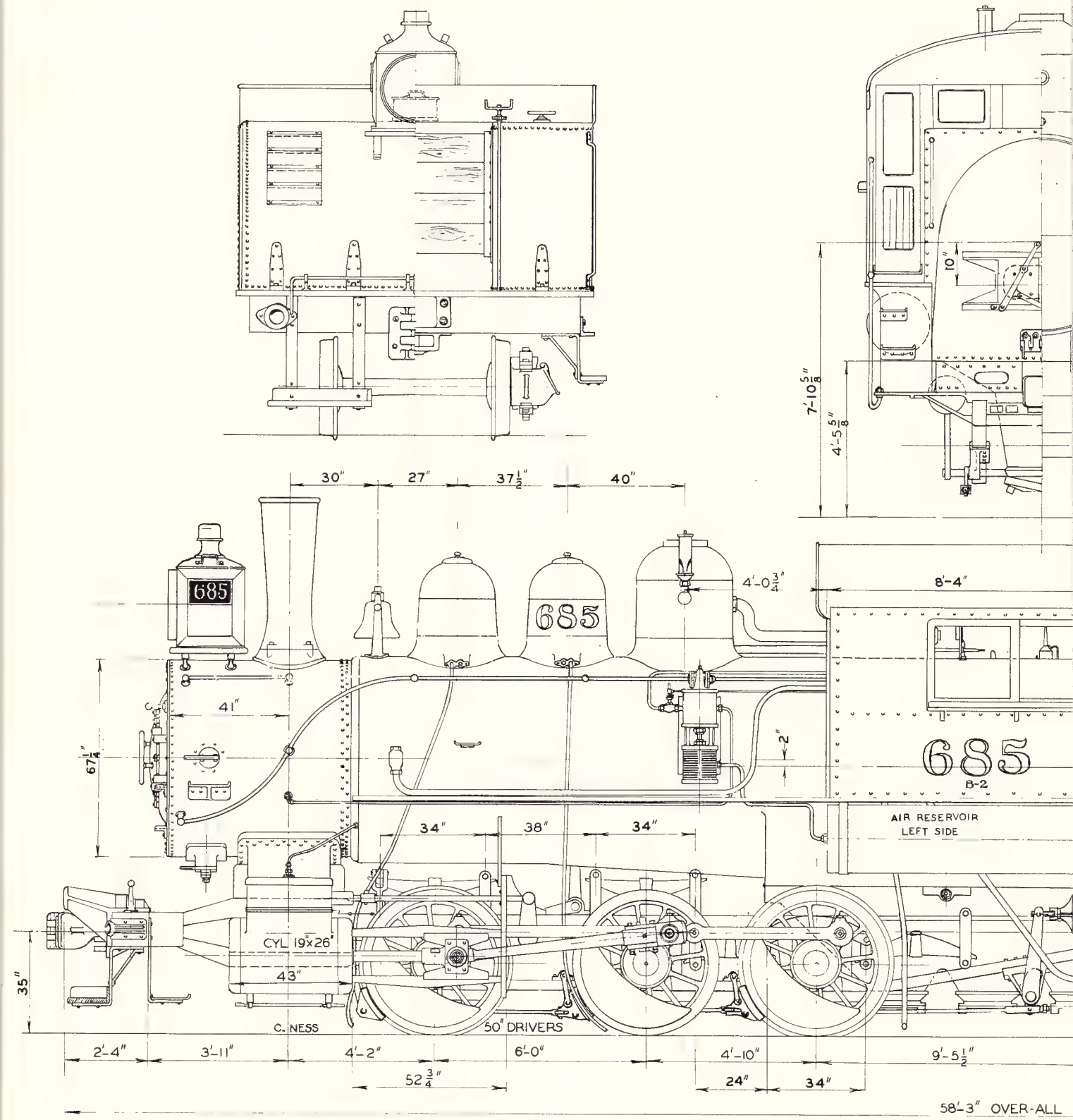
The back of the superstructure casting needs some attention now. The airtanks must go. Then the back of the cab must be cut out enough to allow the motor to stick through. Use a jewelers saw and don't take out any more than you have to.

I used a Mantua Belle (or Mogul) tender which couples to a pin on back of the engine. I got such a pin and screwed it into a piece of fibre (alias the deck) which is screwed to a bent up angle of brass which is in turn screwed to the back of the superstructure.

Plenty of details can be added such as air-tank between the frames at the front, old brass Mantua air-pump instead of the original, hand-rails, grab-irons, maybe a new bell and whistle, all that is up to you. Paint of course is black.

Here's the D-15¾ which still retains very strong Pennsy lines although obviously is not a true D-16. Engine is a typical 4-4-0 workhorse.

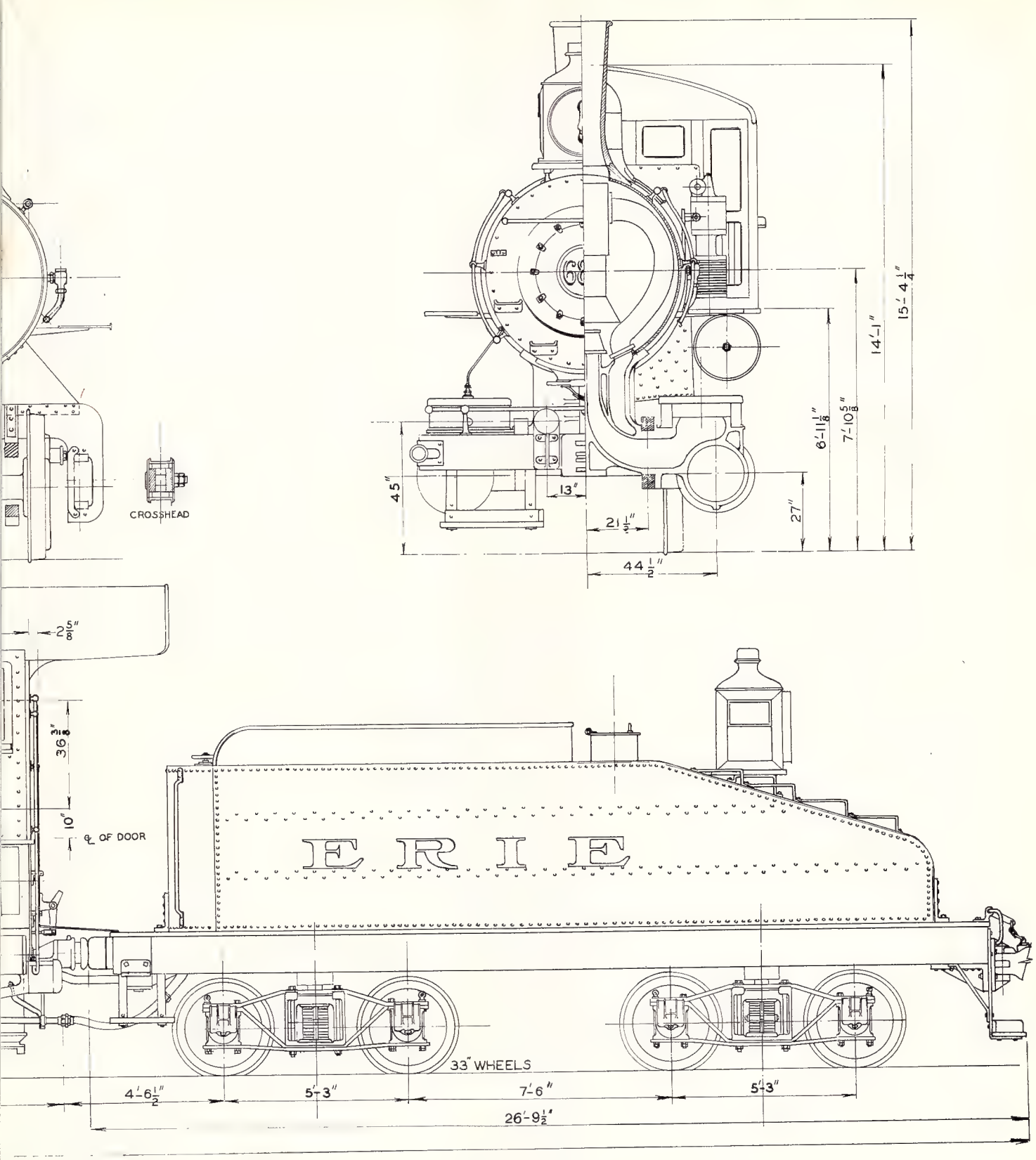




ERIE
0-6-0 SWITCHER

Drawn especially for Railroad Model Craftsman

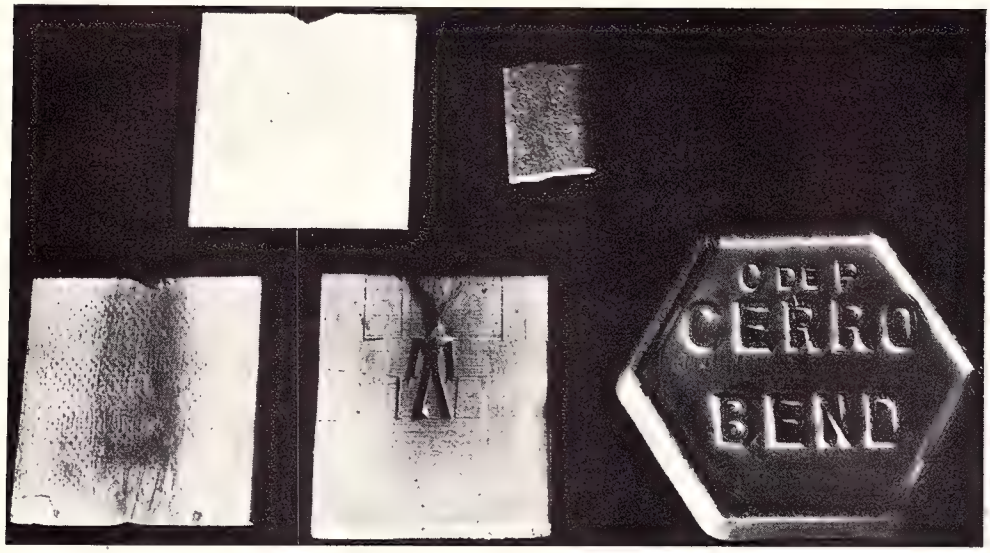
by C. C. Ness Jr.



THE design work on the Erie Railroad class B-2 0-6-0 switcher was begun on Jan. 1, 1899. It was to suit the need of a heavier and more powerful yard engine around the Jersey City terminal area. The details were completed by March 20th of that year and the boilers were ordered from Baldwin on May 11th. Albert Mitchel, then Erie Superintendent of Motive Power, designed the locomotive so that the frame and boiler could easily be converted to burning soft coal and the wheel arrangement altered to 4-4-2, 2-6-2, or 2-6-0.

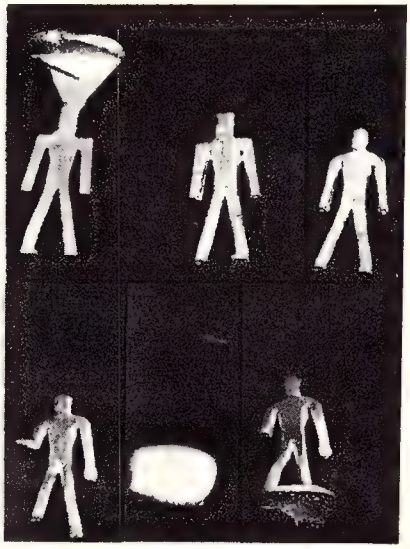
The locomotives were completed by the Erie Railroad shops and were in service by Dec. 6, 1899, making them a real "turn of the Century" design. Their numbers ran 685-690.

Of especial interest in this locomotive is the 100 inch long cab and the firebox extending clear through and 2½ inches beyond the doors on the rear of the cab. The locomotive class also contained such typical Erie features as the curved handrail, dome shapes, and stack. Note also use of the Trojan Car Couplers on the pilot and tender. There is also a rather wide space between the engine and tender, providing adequate room for the fireman to heave his coal. Omitted from the drawing are buffers on both sides of the tender coupler. All steam locomotives on the Erie Railroad have been retired, and the last class B-2 engines disappeared some time ago.



Simplicity is the word for the mold used in making the figures described by the author.

Wood, cardboard, wood putty, and even soap work well. Slug of Cerro Bend is also shown.



Here is how the figures look in their various stages of completion after molding process.

Simple castings for various model parts are easy to make with this simple casting method that uses wood, cardboard, plaster, or even soap for use as a mold.

make

IT hardly seems true but it is a fact that all of the HO people shown in the photograph were made from one mold.

The secret is that the casting was done with Cerro Bend, a bismuth alloy metal that melts at 158° Fahrenheit. The melting of the metal is done in what in kitchen parlance is called a double boiler. The outer part of the "boiler" can be any pan, pot, or can, and the inner part which holds the metal being melted can be a standard soldering ladle or you can form your own ladle from any light sheet metal.

The mold itself can be made of cardboard, wood, wood putty, or even certain hard soaps. When using Cerro Bend there is no need to bake out the mold or even heat it before casting. The entire process is done with the mold at room temperature. After the molted metal is poured into the mold, you wait a few minutes before opening the mold. During the pouring operation, the mold is held together in a vice or a C clamp, or even with ruber bands wound around the two halves of the mold.

The wood mold will stand up better than cardboard or water putty. The mold in the picture was made from strip bass wood and has already been used to cast upwards of 100 figures and it is still good. This mold produces rough castings which must be shaped up with jewelers files, X-Acto knife, or electric hand drill.

The amount of shaping and finishing you want to do will depend on how much of a perfectionist you are. The writer is perfectly content to look at his figures from a distance of

Photo at left shows in six stages, method of finishing figures. At left is shown casting after coming from mold.

Second figure has had casting blank cut off. Enough can be left on for hat if desired. You can also glue on hat later if you prefer.

Third, remove all flash and round off body as desired. Use knife or file.

The fourth step is to bend arms, legs, head, torso to any desired position. Last final squeeze of pliers resembles fingers. Most figures do not need feet as they will not show in base. Some figures may not require base. Bending is done slowly, in steps, to avoid cracking of metal.

Fifth, small blob of metal is cut for base and melted.

Sixth step, lower figure into molten base and hold until metal solidifies. When cool, make final bending adjustments and paint as desired.

While the author deliberately kept his figures as simple as possible, you can add as much as you are capable of. One mold was used for figures above, showing flexibility of Cerro bend.

Staff Photos

your own CASTINGS

by Jim Fisk

two or three actual feet, a distance that represents up to several hundred scale feet. Consequently, I am satisfied with just the essential details that are discernable from that distance with the naked eye. Perhaps you will wish to add more detail to your mold. It's easily done.

The real gimmick to this idea comes after the figures have been removed from the mold. After you have put the preening touches to your model, bend the arms, legs, head, or torso, in any manner you may wish. This bending must be done carefully and gently to avoid cracking the metal. Use a pair of small nosed pliers to ease the arm or leg into the desired position. Sudden bends will break your figure but gentle bending in gradual steps will permit raising the arms even above the head. The figures will also bend more easily if the metal is somewhat warm.

The bases are put on after the bending operation. This is done by cutting some of the metal into small squares. Place the square on any thin sheet of metal and touch it with a soldering iron until it has melted. Quickly place your figure into the molten blob, feet first, and hold steady until the metal solidifies.

The job is now finished except for painting. Any model railroad paints may be used for coloring, several companies even having flesh colors available.

Making The Mold

The mold is made from bass strip wood. It is made in two sections and a cardboard pressure piece which goes between the two sections. This cardboard piece is not entirely necessary but it helps turn out smoother casting with less flash. Also it permits making the castings in varying thicknesses with the same mold, by increasing the pressure on the cardboard.

Block A has the cavity formed on it from 1/16" thick stripwood. You will note from the sketch that the thin wood outlining the figure is made up of several pieces. This was done so that the edges of the molding surfaces mostly run with the grain of the wood and you get a smoother surface to which the metal will not stick as much. An important thing to remember is to try to slope all outside edges of the cavity out a trifle which helps in removing the finished casting from the mold. Use any grade of adhesive to hold the thin wood to the base and if you have some small lills or pins, use them to hold the pieces on even more firmly than with the cement alone.

When the mold is completed, try a casting or two and do a little cutting or filing here and there until you are satisfied with the result. Before doing any casting, the mold should be dusted with powdered graphite which you can get in hardware or auto supply stores. The graphite helps to free the casting.

Those who have the tools and the know how can of course proceed according to standard shop practice in the making of the mold. However, for us average guys, this simple little mold will last for upwards of 100 castings if used with a little care.

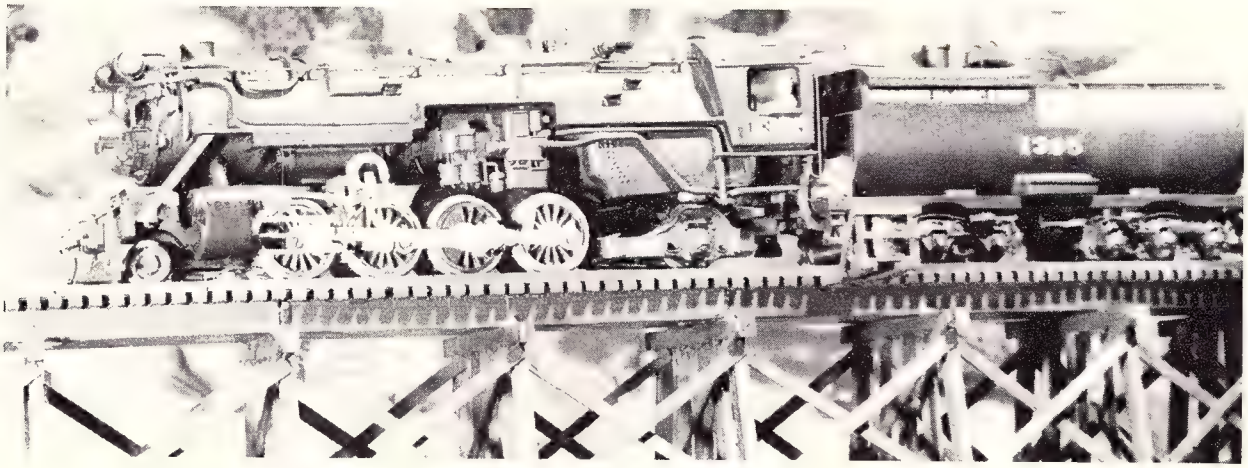
Cerro Bend is not a new development, having been manufactured for many years. As early as May 1934, the Cerro de Pasco people had full page ads in this magazine. The same company also manufactures several other alloys of a similar nature, having low melting points but not as low as that of Cerro Bend.

Cerro Bend is sold in two pound packages, although it is available in smaller weights from at least one hobby shop. The material costs about $2.00 per pound, which is not expensive when you realize that there is no waste. All spillage, scraps, filings, and bad castings can be remelted and used over and over. The metal comes in one pound slugs which can be cut with a hack saw. You could even melt the slug in a large pan and pour it onto a narrow board having ⅛" raised runners. When cool, you have a long strip which can be cut with tin snips as you want to use it.

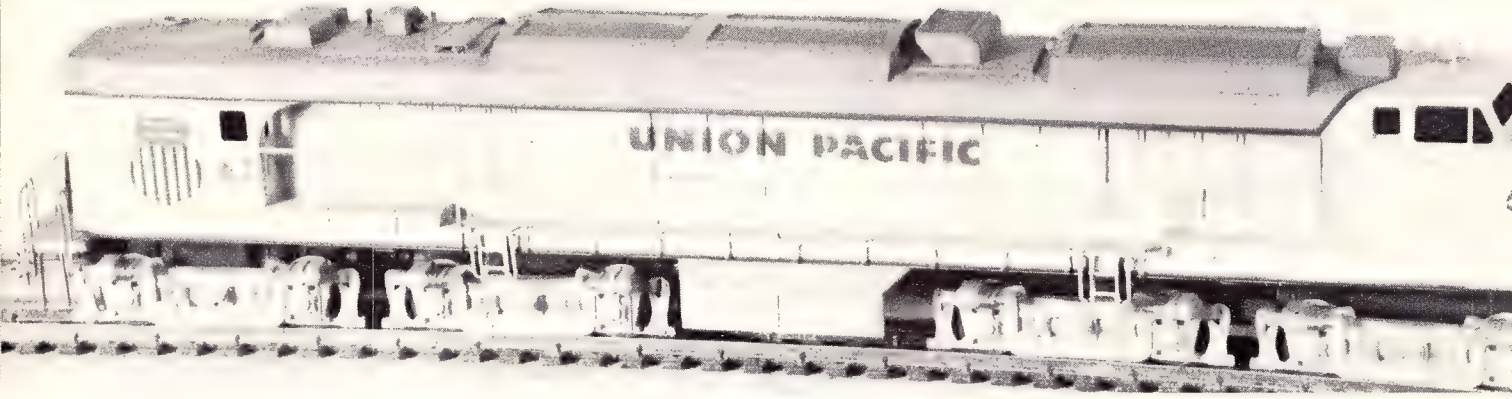
If you have had any experience with casting, you will find almost no limit to the things that you can do with Cerro Bend. It should be apparent, however, that even the novice can turn out creditable figures for his railroad, even if only for background atmosphere.

Some Suggestions

Do not try to melt Cerro Bend over a direct heat source as you will surely get it too hot before you pour it. Remember that anything over 212° F. produces steam which will cause your mold to "blow," so that you will have the mold and the metal all over everything. Believe me, as I know from experience.

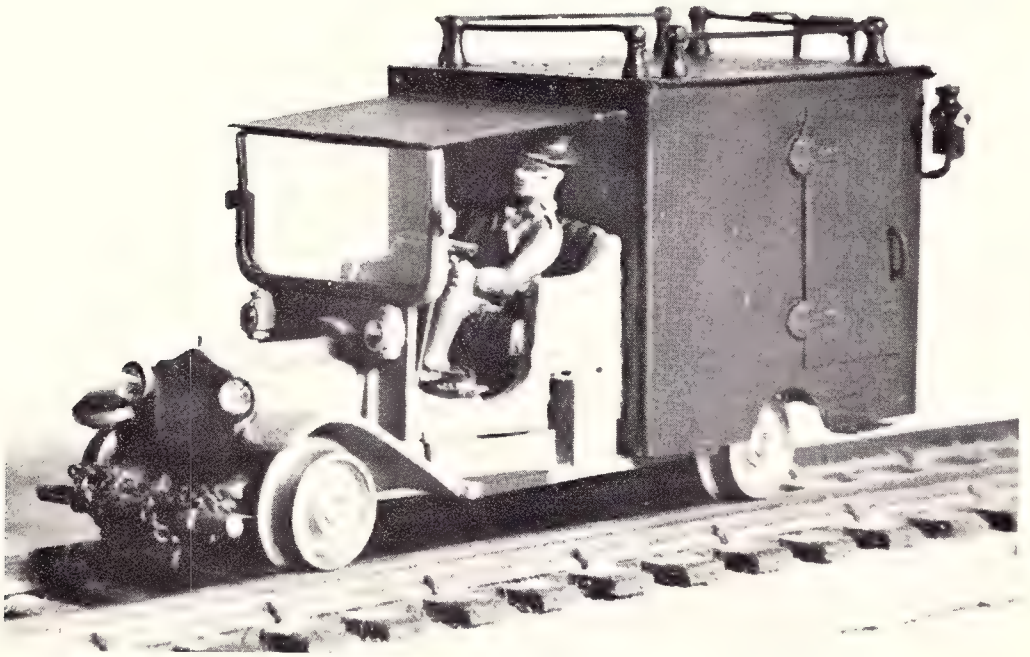


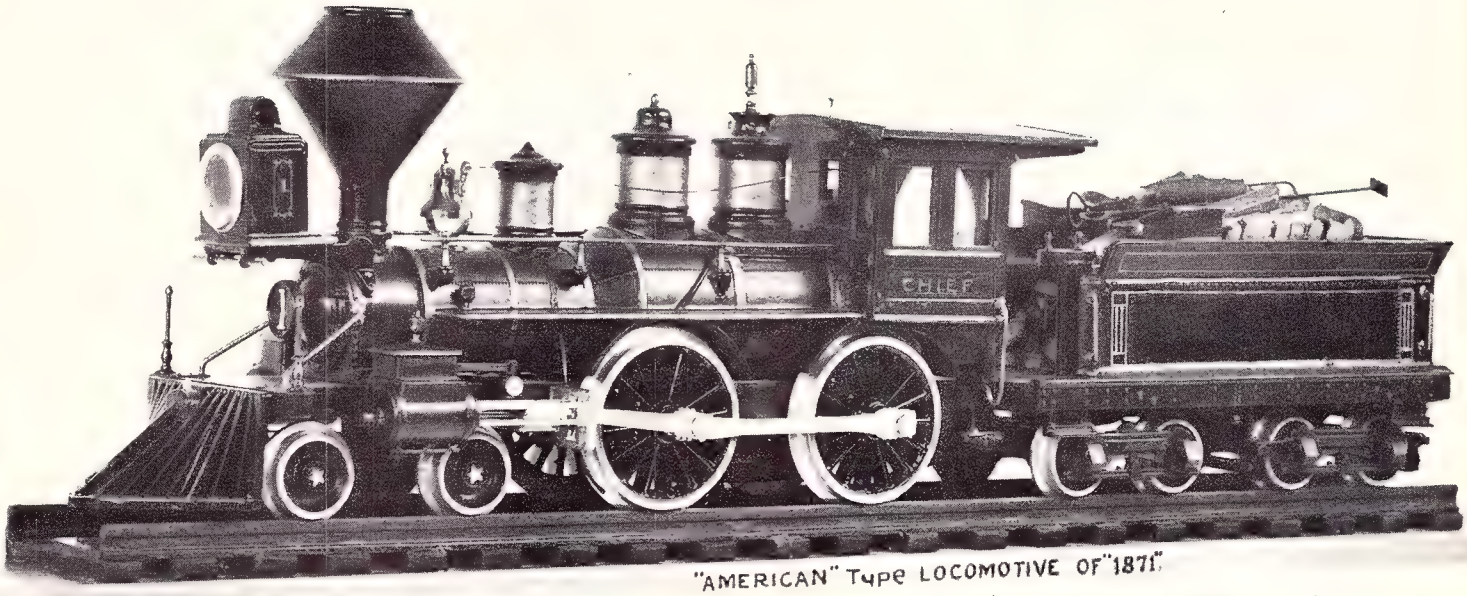
Joe Klos' Varney Super Mikado eases across the curved 30" radius trestle. Plenty of piping and extra detail make that hog look really hefty. Photo by John Boehner, who took the photo on Klos' Kansas City, Missouri, layout.



One of several gas-turbine locomotives on the HO gauge Mt. Hope RR. of Harry Todd, of Hightstown, N. J. This is one of the newer veranda types, so called because of the open roadswitcher type walkway along the sides. All 16 drivers are powered by one Lindsay L-740 motor unit and 3 L-625 geared trucks. Body is made of sheet steel; sister is photo.

E. W. Parsons, of New Carlisle, Indiana, did some nice work on his Kemtron Thomas Flyer, putting on a shim brass box car body, making an express-mail truck rig. Hand rail posts support the rack on top.





"AMERICAN" Type LOCOMOTIVE OF 1871

This attractive mantlepiece model 4-4-0 was built up from two C. P. Huntington kits, with extra detail added. The work of Trenton cameraman San Skean, the model displays fine workmanship.

A minimum of $5.00 is paid for all photos appearing in this section. Photos are selected on a basis of good photography and reader interest; you are not limited to some super detailed model! Send photos of your pet projects together with building information to: Picture Editor, Railroad Model Craftsman, Ramsey, New Jersey. Mail your pictures today.

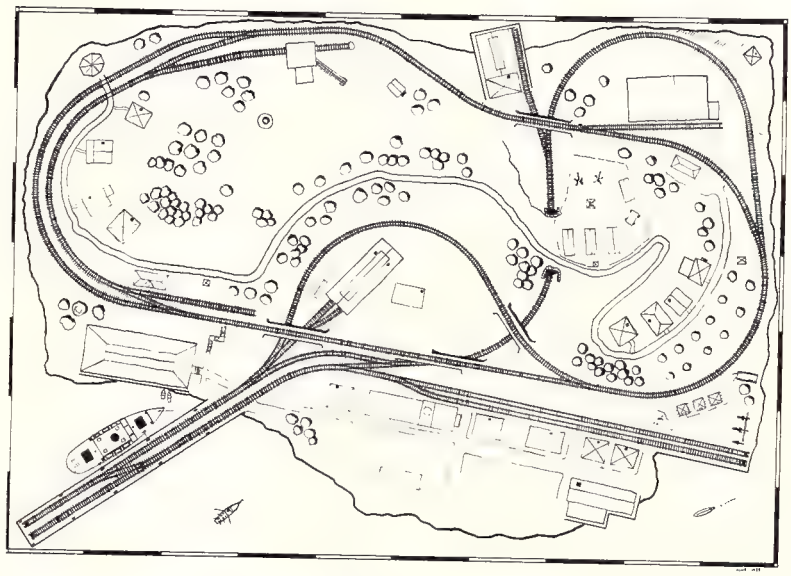
NABOR'S PIKE

Another 4-4-0 also built from Wen-Mac C. P. Huntington parts by Will Willmore, Builder has used flat paint to get rid of plastic shine.

HAROLDUS CENTRAL

Build yourself an island type railroad and you'll have the best excuse that there is for building a loop type model railroad.

See back cover for aerial view of railroad



by The Royal Layout Doctor

WHAT happens when a rich railroad enthusiast buys himself an island? Why, he builds himself a railroad, not a model pike but a real full sized one. At least that's what we hear tell happened when one Haroldus picked up a war surplus island a few years back, conveniently located outside the three mile limits of the continent.

Haroldus, or King Haroldus, as he came to be called, was crowned King by none other than his other self (he was seeing double at the time) after which the Royal Layout Doctor was commissioned to design the Haroldus Central Railroad. The best grade seemed to be considerably above water level, so an oval was thrown around the island at this elevation which turned out to be between three and four inches above see-level when reduced to 1/87th actual size.

The loop provided quick and easy access to almost all parts of the island and was paid for by levying a tax on all persons having thumbs, hence the expression, Thumb Tax. However, since the island was located relatively close to the mainland, it became obvious that savings could be made in shipping freight if there could be interchange with Stateside railroads. For this purpose, a large two track pier was constructed from which either barges or Seatrains could make the voyage to the mainland. Several industries added to the coffers of the island empire. A brewery, exported it's product, Shakes Beer, to all parts of the mainland. Mining also plays an important part in the island's economy but the exact nature of the ore dug from Awl Mine has been kept secret by Royal Proclamation. However, King Haroldus has the only radioactive crown in existence. The final industry of any consequence is the Royal Cannery, where rotten fish is canned for the Lower Slobbovians.

In addition to freight exports, considerable revenue is brought to the island by tourists and railfans. The pier connects with the mainline by way of a 1 in 24 grade (about 4%). Another spur from the pier tunneled through the mountain ridge (an expensive proposition but his Royal Highness had two things to back up his wish for a tunnel, 1—the divine right of kings, and 2—he was a railfan), and looped up to come into the main line from the other way. Old Haroldus was right on the ball with this since from his model railroading experience he knew that he would have to get off the main line without backing to be in good modeling tradition.

The island railroad empire soon became a hit with other railfans with many of them wanting to build summer homes on the island so that they might be able to help in operating the railroad. Consequently, Haroldus deigned to permit a bungalow colony to be built. The Royal Union charges $2.50 per hour if you want to be a conductor, $3.50 per hour for engineers. The highways on the island are in poor shape and because of this, automobiles are scarce, except for the Royal Studebaker. Even bicycles are scarce but then, most people ride the trains. A boardwalk was built along the sandy beach and leads to the Royal Restaurant, which reputedly serves the best bagles on the island. In fact, not only the best but the only bagles.

Two other small villages are located at other points on the island along with several small military installations. The primary purpose of the militia to keep the visiting railfans from removing railroad property from the island. As his Royal put it, he had enough difficulty getting it to the island.

While railfans are perfectly content, wives and other tourists keep themselves out of mischief at the Royal Casino, which is reached by railroad. Patrons who suffer losing streaks and hence, have insufficient return rail fare find that by walking down the back steps they arrive once more at shipside. Boat fares are sold only as round trips to avoid the creation of a hobo army on the island.

Equipment on the Haroldus Central is truly a railfans delight. In addition to several dockside types, which because of their waddle were known as ducksides, there are several other small engines but nothing larger than a ten-wheeler. Rolling stock is mostly castoffs from stateside lines. Frequently when freight cars become unrepairable, the Royal Navy steals into some Stateside harbor in the dead of some nighttime fog, to take as a prize some heavily laden railroad barge. Most passenger cars are open enders of both flat top and later design, which have proven popular since they are unloaded so quickly at the Casino. His Royal Highness, of course, maintains a Royal Business car for his own use.

Other points of interest on the island include two lighthouses, one of which is abandoned, the railroad enginehouse and shops (there is no turntable), and a bandstand. No diesels are found on the Haroldus Central although an English diesel salesman once tried; quickly found himself inducted into the Royal Militia as a Yardbird.

Trains run leisurely on the Haroldus Central. Nobody is ever in any hurry and tickets are sold for as many loop trips as may be desired. In fact you get a free trip if you buy five loops.

SCENIC ACCESSORY DIRECTORY

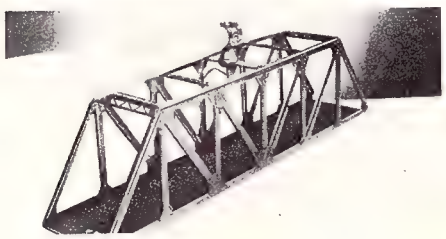
TO THE READER: The Railroad Model Craftsman Directory of Scenic Accessories includes all known available kits and parts which are generally available through hobby shops for use in detailing scale model railroads. Prices, materials packaged in these kits, and their method of assembly or construction are subject to change without notice.

Most of these items may be altered or changed to suit the requirements of the modeler. Prepainted items may be repainted if desired, and relettered with decals or hand lettering. This Directory was compiled by the editors of Railroad Model Craftsman who relied upon the material submitted by the manufacturers listed. Every effort was made to make this list as complete as possible and the editors would appreciate hearing from manufacturers whose products may have been inadvertantly omitted. This magazine can assume no responsibility for the correctness or completion of this Directory. All data listed is as of April 10, 1955. Further information regarding any of the material listed herein should be obtained by writing the manufacturers or distributors concerned, or by visiting your favorite hobby shop.

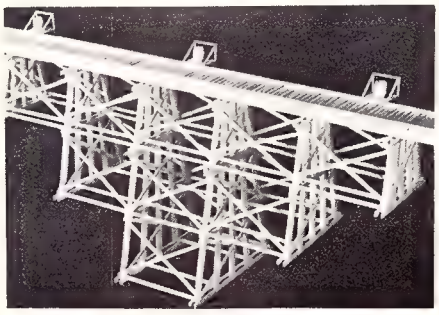
TRESTLES PORTALS

TRUSS BRIDGES FOR ALL GAUGES

TT	Star Line Models	Steel truss	wood	$1.65 kit
HO	Ideal Models	2 track truss	c & w	$1.50 kit
HO	International (Jap)	1 track truss	brass	$6.50 ass
HO	International (Jap)	2 track truss	brass	$7.95 ass
HO	Mantua	ST 16" span	brass	$5.00 kit
HO	Mantua	DT 16" span	brass	$5.50 kit
HO	Mantua	ST 21" arch	brass	$5.00 kit
HO	Mantua	DT 21" arch	brass	$5.50 kit
HO	Mantua	ST 10" span	brass	$2.00 kit
HO	Mantua	ST 10" span	brass	$2.25 kit

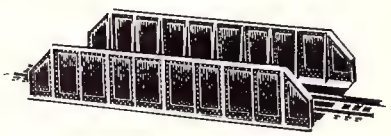


O	Colber Corp. (tinp)	Plain truss	steel	$2.50 ass
O	Colber (tinplate)	Truss w/beacon	steel	$4.25 ass
O	Junior Bridge (tin)	27" DT bridge	steel	$1.95 ass
O	Junior Bridge (tin)	Same w/light	steel	$3.15 ass
O	Junior Bridge (tin)	18" ST bridge	steel	$1.29 ass
O	Junior Bridge (tin)	Same w/light	steel	$2.49 ass
O	Junior Bridge (tin)	27" truss	steel	$1.95 ass
O	Junior Bridge (tin)	Same, beacon	steel	$3.00 ass
O	Junior Bridge (tin)	Same, signal	steel	$3.15 ass



TIMBER TRESTLES, FOR ALL GAUGES

TT	Star Line	Timber trestle	wood	$1.35 kit
HO	Ayres	Timber trestle	wood	$3.75 kit
HO	Ayres	Thru timber	wood	$3.30 kit
HO	Ayres	Deck timber	wood	$3.30 kit
HO	International (Jap)	'31' trestle	wood	$6.50 ass
HO	Model Wood Lumber	Kit C for trestles		$6.50 kit
HO	Dettman	13¾" trestle	wood	$2.00 kit
O	All Nation	Timber trestle	wood	$5.95 kit
O	All Nation	Straining beam	wood	$9.75 kit



GIRDER BRIDGES, ALL GAUGES

HO	Comet Metal	Girders	cast m	$2.00 kit
HO	Dettman	Deck girder	wood	$2.00 kit
HO	Dettman	Thru deck	wood	$2.00 kit
HO	International (Jap)	15½" girder	metal	$4.50 ass
HO	Selley Inc.		cast m	$1.00 kit
HO	Atlas Tool	Girder bridge	plastic	$1.75 ass
O	Rail Chief	Deck girder	wood	$1.25 kit
O	Colber (tinp)	Girder bridge	plastic	$1.00 ass
O	Junior Bridge (tin)	Girder bridge	steel	$1.00 ass
S	Gilbert	Girder bridge	plastic	$1.95 ass

MISC. BRIDGES, ALL GAUGES

TT	Jewel Models	Concrete bridge	card	$0.75 kit
HO	Leroy	4 arch stone	plaster	$1.50
HO	Leroy	Stone culverts	plaster	$1.00
HO	Martin	Stone arch pr.	plaster	$2.00
HO	Martin	Culvert set (3)	plaster	$0.70
HO	Martin	Culvert stone	plaster	$0.50
HO	Martin	Concrete culv-	plaster	$0.50
HO	Martin	Culvert w/abut	plaster	$0.50
S	Gilbert	Trestle set	plastic	$7.95
S	Gilbert	Abutment set	plastic	$7.95
O	Railway Accessory	Over & under	comps.	$4.95
O	Comet Metal	Trestle set	cast m.	——

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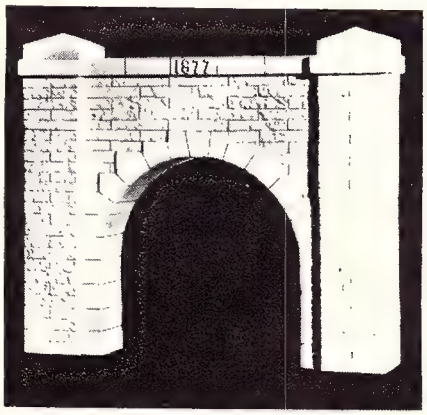


TUNNEL PORTALS, ALL GAUGES

TT	Keystone	ST stone portal	plaster	$1.00
TT	Keystone	DT stone portal	plaster	$1.50
TT	Keystone	ST buttressed p.	plaster	$1.10
HO	Alexander	PRR Spruce Creek	plaster	$1.15
HO	Alexander	B&O Lough portal	plaster	$1.15
HO	Alexander	PRR-N&W Oak St.	plaster	$1.15
HO	Alexander	B&O Clarksburg	plaster	$1.15
HO	Alexander	B&M Hoosac portal	plaster	$1.15
HO	Lorey Toy	ST stone portal	plaster	$ .85
HO	Martin	DT stone portal	plaster	$2.50
HO	Martin	DT modern portal	plaster	$2.00
HO	Martin	ST w/abutments	plaster	$1.25
HO	Westchester	Timber lined	cardboard	$1.50

DECAL MANUFACTURERS

ABOUT DECALS

ABOUT DECALS: Decalcomanias, sometimes called slide transfers, as used in model railroading, are specially prepared lettering sets which are applied to cars and locomotives after they have been painted, eliminating the need for expensive or laborious hand lettering. They provide an excellent means of retinishing scratched and marred cars and may be used on tinplate to make them more realistic.

To use, decals are cut as close to the lettering as possible, then soaked in tap water for a few seconds until the backing paper has soaked through, loosening the film on which the type appears. The film is then transferred to the desired position on the model and excess water blotted up. If desired, a decal setting solvent may be used to soften the decal so that it will snuggle down around scribing and rivet heads. Many fans spray or coat the finished model with a clear varnish or gloss solution after applying decals, so as to hide decal shine and keep them permanently in position.

TT GAUGE, GANDY DANCER

Freight car decals, complete set for one car, following railroads: NYNH&H, CGW, Southern, UP, ACL, NYC, Milw, MP, SL-SF, CG, B&M, SAL, MEC, Erie, RI, NP, C&EI, Vgn, MKT, Ry Exp, D&RGW, NKP, NS, ITC, GM&O, D&M, M&StL, Wab, B&LE, ATSF, NYO&W, SSW, Rut, GN, MC, SP, M&IR, DT&I, D&H, Soo, C&I, S&A, WP, C&NW, CB&Q. Also highway marker set. Price 10c per set, mfd. by Gandy Dancer.

TT GAUGE, HP PRODUCTS

Diesel decals for NYC, CB&Q, PRR, ATSF, 40c each. Steam loco decals B&O, NYC, CB&Q, PRR, ATSF, 15c per set. Frt cars set of B&O, CB&Q, NYC, PRR, ATSF, 35c for all five. Reefer decal set including ART, BREX, FGEX, SFRD, PFE, 35c per set. Freight car set including L&N, Milw, NH, Southern, Wab, price 35c. Mfd. by H. P. Products Co.

HO AND O GAUGE, CHAMPION

A complete line of freight, passenger, diesel and steam locomotive decals in HO and O gauge, including almost all class I American and Canadian carriers plus many smaller lines. Dimensional data, alphabets, and striping for diesels and passenger cars also offered. Champion also offers a list of many stock names from which most modelers can create their own road names. Decal Set Solvent to make decals adhere firmly to car or engine 60c bottle. Complete decal catalog 20c. Mfd by Champion Decal Co.

HO AND O GAUGE, WALTHERS

A complete line of freight, passenger, diesel, electric, and steam locomotive decals. Also traction decals, includes almost all class I American and Canadian carriers, plus many smaller and private owner lines. Many private owner reefers, dimensional data, striping. Also odd shapes and colors for making heralds. Alphabet sets available. Mfr. also offers custom printing service for your own road decals and heralds. Catalog available, also solvent for making decals set firmly. Mfd. by Wm. K. Walthers Inc.

CIRCUS DECALS, WARDIE JAY MODEL CO.

Special decals for applying to circus wagons. Includes scrolls, letters, alphabets, numbers, ticket wagon set, etc. Complete Wardie Jay catalog listing decals and car kits, 35c. Mfd. by Wardie Jay Mfg. Co.

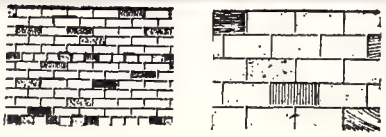
S GAUGE DECALS, NIXON

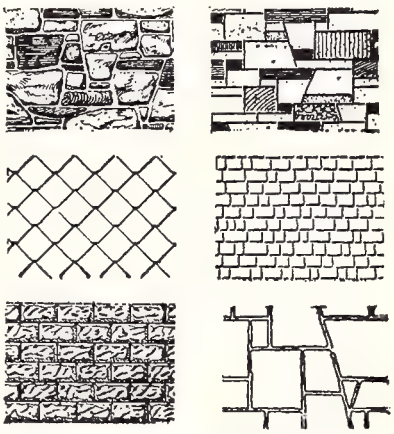
A comprehensive line of S gauge freight car decals for many popular roads. Mfgrs. catalog of decals and car kits 40c. Mfd. by Nixon Model Co.

CUSTOM MADE DECALS, RUSS CLOVER

All gauge decals created especially for your own railroad. Choice of type sizes and styles to suit all needs and gauges, also choice of colors. Manufacturer also offers shineless decals printed on specially prepared decal paper prepainted with 410M model paint (or any std. model rr paint). Literature and prices from mfgr, Russ Clover.

BUILDING PAPER



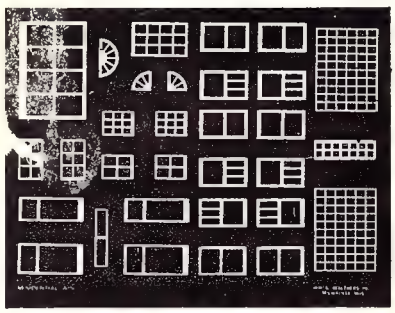


BUILDING PAPER, WALTHERS

HO-O. Printed on rough textured paper. HO surfaces include gray concrete blocks, yellow ashlar stone blocks coursed, yellow common brick, brown rubble stone, brown ashlar stone, gray ashlar stone, gray wood siding, red common brick, white doors and windows, gray flagstone, yellow brick corners, red brick corners, gray slate shingles, green wood shingles. 6" x 9" sheets, 6 for 25c. O gauge sheets measure 9" x 12", are available in almost all of the same surfaces as the HO paper, 4 for 25c. Mfd. by Wm. K. Walthers, Inc.

BUILDING PAPER, BORIE

HO-S-O (Specify gauge desired). Imported British line printed on fine paper. Surfaces available include red or yellow brick, green, cream, or tan siding, cinder block, gray or red stone, gray, red, green or blue shingle, blue, salmon, or canary plain unlined siding. Per sheet, price 10c. Mfd. by Borie.



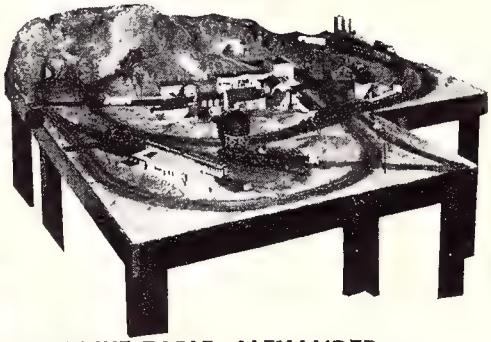
WINDOWS, WALTHERS

HO-O. Printed on heavy celluloid. O residential, O industrial, HO residential, HO industrial. O gauge sheets 30c, HO sheets 25c.

CORRUGATED TINPLATE, SUYDAM

HO. Sheet 4" x 12" corrugated tinplate .010. Price 40c, mfd. by E. Suydam & Co.

RR TABLES



MINI-PIKE TABLE, ALEXANDER

HO. Kit for building 6 ft. x 6 ft. train table layout suitable for all small gauges. All lumber is pre-cut and pre-drilled. Includes wire mesh for scenery, plaster, shrubbery, two Alexander tunnel portals, instruction book, screws, everything except track. Price $42.50, mfd by Alexander & Co. Same kit with 4 switches, 39 ft. Atlas track, 1 crossing, flexible roadbed; price $57.50.

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1,000 NEW MODEL RAILROAD HOBBYISTS

To "Get Acquainted" with America's oldest—and original—model railroad gauge —'O' Gauge. Here is a chance to build your dream pike from a wonderful selection of high quality, beautifully detailed and astonishingly inexpensive range of kits.

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JUNE 21st, 1955

(We will fill no orders for this special "Get Acquainted Offer" which are postmarked after midnight on the above date.)

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	Regular Price	Get Acquainted At Only
Scale A unit, less power, #8000	$38.50	$27.85
Scale A unit, single powered, #8015, DC	54.50	38.65
Scale A unit, single powered, #8015A, AC	54.25	38.25
Tinplate A unit, less power, #8002	38.50	27.85
Tinplate A unit, single powered, #8016, AC	55.25	39.25
Scale B unit, less power, #8001	34.50	24.85
Scale B unit, singie powered, #8017, DC	50.50	35.85
Scale B unit, single powered, #8017A, AC	50.25	35.50
Scale B unit, double powered, #8019, DC	60.25	43.75
Scale B unit, double powered, #8019, AC	59.50	42.85
Tinplate B unit, less power, #8003	34.50	24.85
Tinplate B unit, single powered, #8018, AC	51.25	36.45
Tinplate B unit, double powered, #8020, AC	60.25	43.75

Above prices are for the F-7 only.

For "Get Acquainted" prices on F-3, same combinations, as above are offered for $5.00 less.

NOTICE: Only a limited number of F-3's are left, so first-come—first-served!

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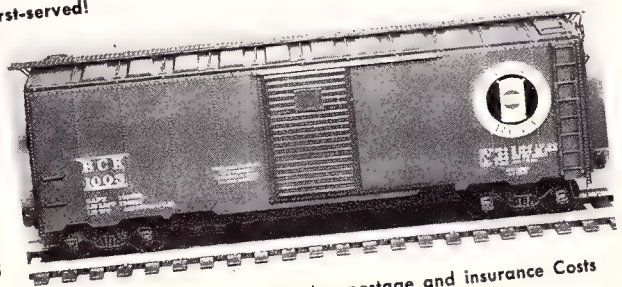
During this special "Get Acquainted" sale, we include a pair of trucks!!!! valued @ $1.35 to $1.45 . . . for each car FREE. (Specify scale or tinplate when ordering car.)



CHOICE OF: Buffalo Creek, B&O, Penn, GM&O, Soo Line, M&ST, L., GN, Roberval Saguenay, C&O, Frisco, W.I.F., Monon, C&IM, Nickle Plate, Burlington, EJ&E, DSS&A, or others listed in our catalogs.

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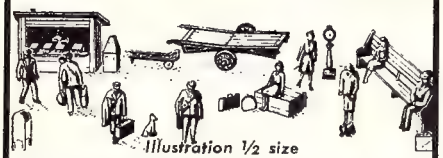
22 Pieces HO $1.00 postpaid



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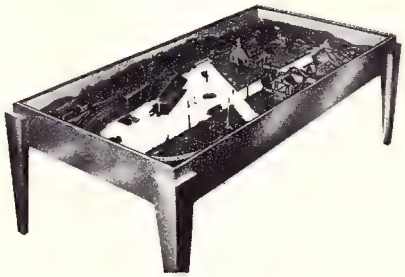


COFFEE TABLE RR, CONSOLIDATED

HO. Kit for building 24" x 48" coffee table, modern wood design. Pre-sketched scenery along inside walls. Kit includes paints, brushes, 3 house kits, station, 4 street lights, 4 sockets for house lights. Switch and Atlas track, plaster, flock, cement, instructions. Complete kit $39.50, mfd by Consolidated Model Engineering Co. Same kit less track and accessories (can be used for TT), price $23.50.

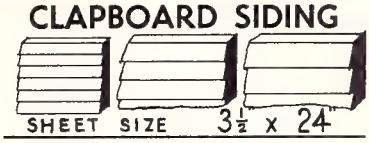
TRAIN TABLE, GLENN

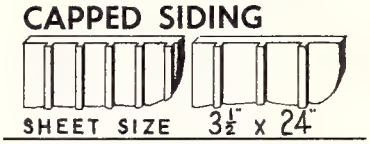
TT-HO. Kit for building 24" x 54" coffee table for wood. Glass top not included. Four ½" wrought iron legs. Sides 1" x 6" clear pine. May be stained and color. Can be used to store or display prize equipment. Kit price $24.95, mfd by Glenn's Hobby Shop.

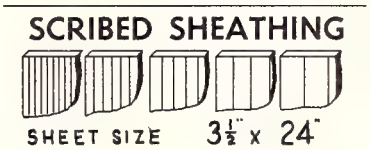
TRAIN TABLE CONSTRUCTION

The train tables listed here are excellent for the purposes for which they have been created. Many fans will prefer to buy their lumber at the nearby lumber yard. Open framework construction is usually recommended for larger pikes. 1" x 3" boards will support even heavy O gauge layouts. Use cheap lumber such as spruce and get the cheapest grade Avoid warped lumber.

MODEL LUMBER







MODEL RAILROAD LUMBER, NORTHEASTERN

Fine cut basswood in 24" lengths. Available in angles, hat sections, Tees, Zees, Channels, quarter round, columns, and I beams. Complete size range of stripwood. Also clapboard siding, capped siding, scribed sheathing. Wood is fine grained, very smooth, takes paint well. Mfd. by Northeastern Scale Models. Catalog available.

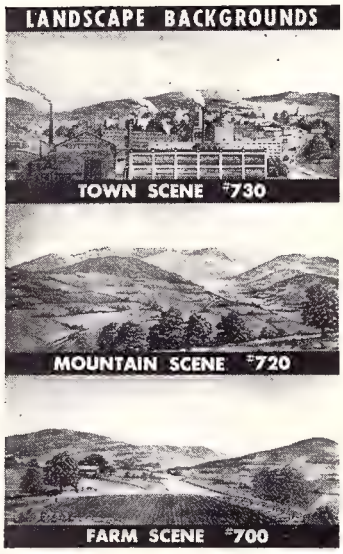
MODEL RAILROAD LUMBER, AYRES

Packaged pine for all gauge use. For HO and O gauge these pieces scale down to 2 x 4, 2 x 8, other common lumber sizes. Precision cut. Cut to 22" lengths. Angles, channels, I-Beams, H-columns, and Tees also available. Also sheetwood. Wood is fine grained, very smooth, takes paint well. Mfd. by Ayres Scale Models. Catalog 15c.

METAL SHAPES, SPECIAL SHAPES

Special brass shapes made in 30" lengths, varied sizes: Angles, Tee, Zee, Channel, I Beam, H Column, Square Bar, Flat Bar, Round Bar, Square Channel, Case or Box Corner, Flat Sheet, Box Divider. Wall thicknesses from .010 to .032. Mfd. by Special Shapes.

BACKGROUND SCENERY



LANDSCAPE, SCENES, TRUSCALE

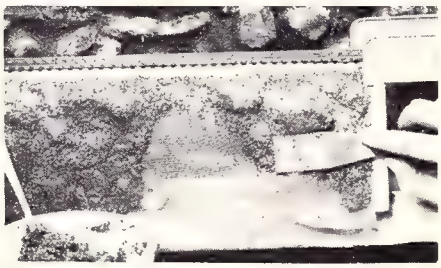
Heavy paper background scenes in 6 colors, measure 21" x 41½". Three different scenes: Town, Farm, Mountain. All three match perfectly when joined end to end. Price 98c each, mfd by Truscale. Truscale scenes were formerly known under the name "Skyline" and match perfectly.

SCENIC BACKGROUNDS, CARPENTER

Handpainted canvasses with actual model grass, shrubbery, used. No two backgrounds are identical, scenes are made to run consecutively. In rolls, size 18" x 48"; three scenes, Desert, Mountain, Countryside. Price $3.95 each, mfd by Jean Carpenter.

3-D BACKGROUND SCENES, IDEAL

Full color background scenes on heavy paper. Three dimensional, buildings pop out from background. Scenes measure 18" x 41"; three available: Street Scene, Covered Bridge Scene, Lake Scene. Backgrounds blend together. Price $2.00 each, mfd by Ideal Models.



PERMA-SCENE, PERMACRAFT

Lightweight, crack resistant material designed especially for model railroad scenic use. Spread over wire screening or wood and let dry. Natural color, requires only use of water to use. Fireproof, easily painted Package covers about eight square feet. $1.00 per pkg., mfd by Permacraft Products.

OTHER SCENIC MATERIALS

Modelers also have used the following materials, either singly or in various mixtures with varying degrees of success. Plaster of Paris, Sanded plaster, asbestos, paper mache, cement.

CELASTIC, WALTERS
Colloidal treated fabric requires no wire base. Cut fabric into strips, dip in solution and apply. Dries in 30 minutes. Takes paint readily. Introductory kit price $1.98. Other kits at higher prices. Distributed by Ben Walters, Inc.

LANDSCAPE, ROLLS, DECOR MILLS
Rolls of heavy paper coated with simulated meadow grass, turf, loam, cork, snow, sand, ballast. Each roll measures 18" x 50". Ideal for quickly made lawns, etc. $1.00 per roll. Meadow and turf also available in 34" x 50" rolls at $1.75. Mfd by Decor Mills Inc.

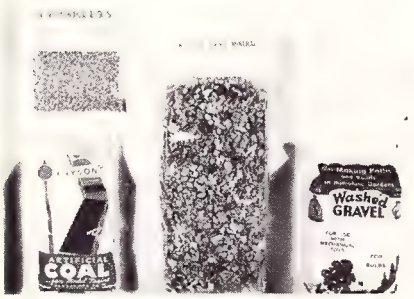
SCENIC PAPERS, JEFFERSON SALES
Heavy paper in four different styles: simulated snow, mountain, valley, and sky. Rolls measure 24" x 60". 40c per roll, mfd by Jefferson Sales Co.

LAWN ROLLS, LEROY
Heavy paper coated with simulated lawn material, measures 24" x 72" per roll. Price $1.25. Mfd by Leroy Toy & Novelty Co.

BALLAST

SPORTCO BRAND, SUMMIT ENGINEERING
One pound containers: HO Ballast, O Gauge Ballast, HO-O Cinder Fill, Scenic Rocks, price 35c per container. Ballast adhesive 50c per pint can. Available only at dealers. Mfd. by Summit Engineering.

BALLAST & EARTH, MODEL HOBBIES
Packed in one lb. packages: HO-OO Ballast, S-O Ballast, Earth, Scenic Sand, price 25c per pkg. Mfd. by Model Hobbies.



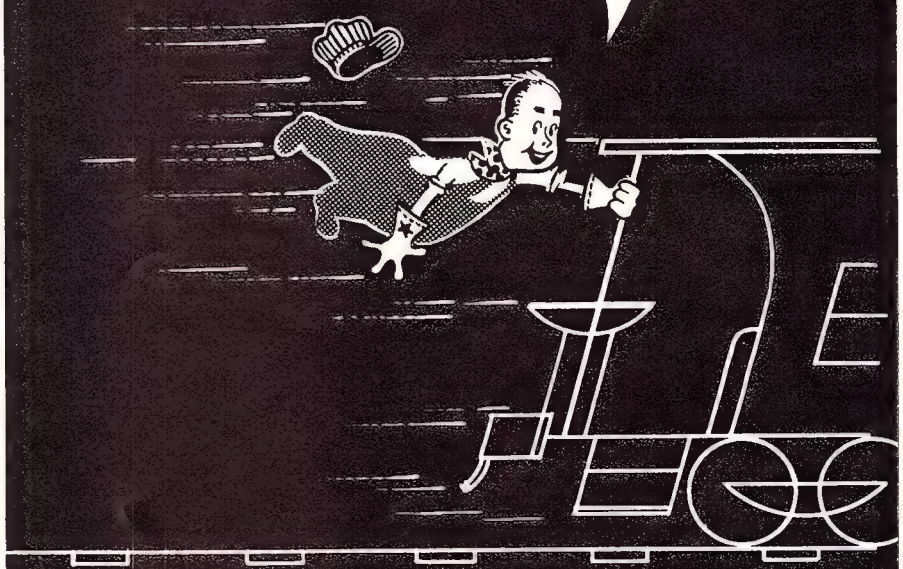
IMITATION, EARTHS, PAXSON
2 quart green sawdust type grass package. 1 qt. imitation brown earth, gray-white washed ballast in 10 oz package, stone brown scenic mineral in 1 pt. package. Mfd. by Paxson Mfg. Co.

TREES & SHRUBS

SCENIC MATERIAL, IDEAL
HO. Landscape hedge kit 50c, landscape moss $1.00, Sceni-Kote flocking kit $3.95. Mfd. by Ideal Models.

TREE AND BUSH ASST., MODEL HOBBIES
HO. Tree and bush assortment. Price $1.25. Mfd. by Model Hobbies.

ASK THE MEN WHO KNOW...
THEY'VE GOT
ONE-TRACK* MINDS!



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* ATLAS track, of course! If you're an Atlas man already, we'll stand on your opinion of our products. For years, it's been our greatest sales builder.

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Sultan, Washington

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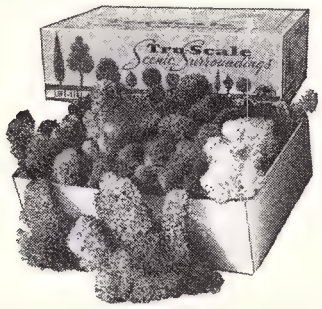
All Gauges. Specify HO or O. Green trees mixed assortment includes elms, maples, pines, etc. Other selections include Winter Trees, Fruit Trees, Flowering Trees, Autumn Trees, Desert Selection. Prices $1.00. Special Assortment, $1.80 Regular Assortment. TT tree assortment $1.00. Flowers assortment $1.00. Un-Finished shrubs 25c, Lilliput Park for HO measures 5" x 12" on masonite base ready to set in place $2.00. Trees also made to special order by manufacturer. Mfd by Jean Carpenter.



TREES AND SHRUBS, TRU-SCALE

All gauge altho small trees are best with HO, large trees with O. Green shade trees, HO or O, 98c; Orange trees, HO or O, 98c; Apple trees, HO or O, 98c; assorted trees, HO or O, 98c; Bushes flowered 98c; mitation grass 98c; Plants 98c; ornamental flowers varied colors 98c; cypress trees, HO or O, 98c; spring trees, HO or O, 98c; autumn trees, HO or O, 98c; hedge green or flowered 98c; flowering climber 98c; imitation earth 98c. Landscape kits, HO or O, 98c and $1.95. Liken (Norwegian reindeer moss) green or green and rust gray 98c. Packaged and prepared by Tru-Scale Models.

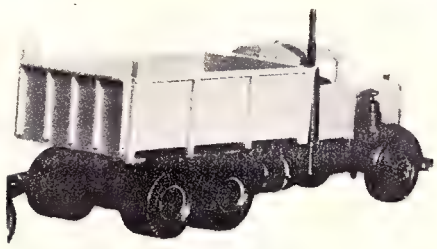
MOTOR VEHICLES

TRUCKS, RAILMASTER

HO, fine detail molded in Hydrocal plaster, rubber tires. Items listed are painted unless otherwise stated. Tractors and trailers are interchangeable.

Mfr. 1P	Dodge Tractor	$ .50
Mfr. 2P	White 3000 Tractor	.50
Mfr. 3P	Autocar diesel sleeper cab	.50
Mfr. 3	Same, unpainted	.35
Mfr. 4P	Trailmobile tandemaxle trailer	.50
Mfr. 4	Same, unpainted	.35
Mfr. 5P	Low Boy Trailer	.50
Mfr. 6P	Round Front Van Trailer	.50
Mfr. 7P	Tank Trailer	.50
Mfr. 9P	Mack Fire Truck	.50
Mfr. 10P	Mack Cement Mixer Truck	.50
Mfr. 11P	White Moving Van	.75
Mfr. 12P	White Tank Truck	.75
Mfr. 13P	Ford Step-In Truck—1954	.50
Mfr. 14P	Dodge Delivery Truck	.50
Mfr. 15P	Chev. Bell Telephone Truck	.50
Mfr. 16P	Chev. Pick-up Truck	.50
Mfr. 17P	Pontiac Sedan Del. Truck	.50
Mfr. 18P	Int. Railway Express Truck	.50
Mfr. 19P	GMC Dump Truck	.50
Mfr. 23P	1929 Ford U.S. Mail Truck	.50
Mfr. 32P	Low Boy Trailer w/bulldozer	1.00
Mfg. 34P	Chev. Panel Truck	.50
Mfr. 10	Mack Cement Truck, unpainted	.35
Mfr. 12	White Tank Truck, unpainted	.35
Mfr. 11	White Moving Van, unpainted	.35
Mfr. 13	Ford Vanette, unpainted	.35
Mfr. 14	Dodge Delivery Truck	.35
Mfr. 15	Chev Bell Phone Truck, unpainted	.25
Mfr. 15	Chev. Bell Phone Truck, unpainted	.25

Above items are manufactured by Railmaster Hobby Products.



TRAILER TRUCKS, ULRICH

HO, Die cast zamac construction, dual wheels with spring, lug, tire detail. Working bogies, blackened running gear, complete underbody detailing, muffler and stack, prepainted. Kenworth tractor.

IV2	Pacific ntermountain Express	$2.50
IV3	Garrett Freightlines	2.50
IV4	Denver-Chicago	2.50
IDI	Dump Truck-Transfer Trailer	2.75

Above trucks individually packaged. Mfd. by C. J. Ulrich Company.

O ¼" SCALE TRUCKS, RALSTON

O, diecast zinc, rubber tires. Ford cab-over-engine, Mack conventional tractor, .Freuhauf semi-trailer. Painted with DuPont Dulux Automotive Enamel.

3-4	Tractor w/Grain Bed trailer	$ .79
3-5	Tractor, machinery hauler, Ford	.69
10-6	Mack, gas trailer	.89
3-7	Ford, pole trailer	.69
3-8	Ford, flat rack trailer	.79
10-9	Mack, freight van trailer	1.19

Above trucks individually boxed. Mfd. by Ralston Toy & Novelty Co.

TRUCKS, DYNA-MODEL

HO. Detailed lead base castings, unpainted, individually boxed.

R63	Ford Pickup truck	$ .55
R64	Chevrolet Panel Truck	.55
R70	Autocar—dump body	.55

Manufactured by Dyna-Model Products Co.

TRUCKS, COMET METAL PRODUCTS CO.

HO. Detailed lead base castings, unpainted.

R28	GM Open Top Truck	$ .55
R29	GM Stake BodyT ruck	.55
R30	GM Tow Truck	.55
R32	GM Panel Truck	.55
R36	GM Express truck	.55
R37	GM Fuel Truck	.55
R38	GM Stake Truck 1½ ton	.55
R39	GM Stake Truck 2 ton	.55
R63	Truck 2½ ton ten wheels	.65
R64	Freight van ten wheels	.65
R68	Fire engine—pumper	1.05
R69	Hook & Ladder	1.55
R73	Wrecker	.65
R84	Milk truck	.50
R87	Passenger Bus	1.25

Above vehicles manufactured by Comet Metal Products Co., Inc.

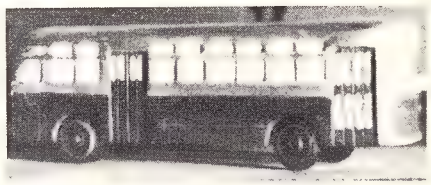
AUTOMOBILES, RAILMASTER

HO. molded in hydrocal plaster, fine detail, hand painted. Rubber tires.

Mfr. 21P	Ford Model A sedan	$ .50
Mfr. 22P	Ford Model T open car	.50
Mfr. 24P	Buick ambulance	.50
Mfr. 26P	Oldsmobile Holiday	.50
Mfr. 27P	1950 Ford Tudor	.50
Mfr. 28P	Lincoln Continental	.50
Mfr. 29P	Packard Convertible	.50
Mfr. 30P	DeSoto Sedan	.50
Mfr. 31P	DeSoto Taxi	.50

PCC CAR, ODDO

HO. Detailed hydrocal plaster castings of modern street car, unpainted. Economical way to fill car barn as unit fits HO track. Non-operating. Price 98c assembled, mfd. by Oddo's Train Shop.



TRUCKS, ODDO

HO. Detailed hydrocal castings, unpainted. Rubber tires, metal axles. Designs available include tractor-tank trailer combination, 89c. Tractor-trailer combination, 89c. Mfd. by Oddo's Train Shop. List available.

FORD VEHICLES, VARNEY

HO. Polyethelene one piece molded bodies with rolling wheels. Assorted colors including clear. Three models: Sedan, Pick-up Truck, Panel Truck. Price 10c each, mfd. by Varney Scale Models.

TT CARS, GANDY DANCER

TT-HO. Old time Packard 25c, Ford Touring car 25c Lead base castings, factory assembled. Mfd. by Sherman E. Dance.

5 & 10 STORE VEHICLES

Many additional cars and trucks can be had at the 5 & 10 store, from varied toy manufacturers. While cheap, they are not to scale and unless picked carefully, are often of odd design not suitable for a scale model railroad.

AUTOMOBILES, DYNA-MODEL

HO. Detailed lead base castings, unpainted, individually boxed.

R60	Ford Model T 1914 touring car	$ .50
R61	Ford Model T 1914 with top	.60
R62	Packard 1916 Touring Car	.55
R65	Chrysler Sedan	.55
R66	Chrysler Convertible	.55
R67	Buick Sedan	.55
R68	Buick convertible	.55
R69	DeSoto Sedan	.55
R71	DeSoto Taxi	.55
R72	Packard Roadster 1916	.50
R73	Packard above with top	.60

Manufactured by Dyna-Model Products Company.

AUTOMOBILES, COMET METAL

R50	GM Taxi	$ .55
R67	Fire Chief Car	.65
R74	Chrysler 4 door sedan	.55
R80	Convertible	.65

Manufatcured by Comet Metal Products Co., Inc.

CARS AND TRUCKS, DINKY TOY

O ¼". Die cast zinc alloy castings with stamped metal parts, rubber tires, prepainted. British imported line containing many American prototype automobiles and trucks, British lories, continental cars, farm equipment. Prices from 35c to $4.50. Dinky Toy catalog 5c. Too exetnisve to list completely. At many hobby shops and quality toy stores.

FIGURES

HO FIGURES, COMET METAL

HO. Cast lead base figures unpainted. Extensive selection includes cowboys, horses, passenger set of 8 figures, working figures, etc., some in sets. At most hobby shops, mfd. by Comet Metal Products Co.

CIRCUS FIGURES, WARDIE JAY

O ¼". Lead base castings of elephant, draft horse, zebra, lions, tigers, camel, driver, clown, roustabout, barker, wheels, generator. Complete catalog 35c, mfd. by Wardie Jay Mfg. Co. Similar figures also available for HO gauge.

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GLOBE DIESELS A or B Dummy Units in Silver or Gold A-Unit ..... .98
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INTERNATIONAL F-3 Diesel, A & B Units Santa Fe or Pennsy Road name, Assem., Ready to Run $37.50
INTERNATIONAL 0-6-0 Switcher. Assem. .. 12.50
NEW HOBBYTOWN 1600 H.P. ALCo-GE with Twin drive DC 91 Motors 27.50
NEW HOBBYTOWN 2000 H.P. ALCo Diesel with 12 Wheel Drive 29.95
NEW HOBBYTOWN EMC E-7 Diesel with 12 Wheel Drive $29.95
NEW VARNEY DIESEL A Unit Powered Twin Drive 17.50
VARNEY DIESEL 13 Unit Powered Twin Drive. 17.50
DUMMY A or B Units, each 3.95
NEW VARNEY DOCKSIDE, Ready-to-run.. 15.00
FLEISCHMANN TANK LOCO 12.95
FLEISCHMANN ELECTRIC 16.00
FLEISCHMANN ELECTRIC 19.95
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4-6-0 KING CLASS, HO LOCO SPECIAL WAS 29.50

British King class locomotive, ready-to-roll, nice detail,
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GREEN

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w/draft gear—50c

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Atlantic 4-4-2 with Tender 51.25
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Mountain 4-8-2 with tender 92.50

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C and O 4-8-4 Greenbriar $146.40 kit
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New Haven 4-4-0 locomotive 69.50
Mogul 2-6-0 locomotive 69.50
Pacific 4-6-2 locomotive 98.50

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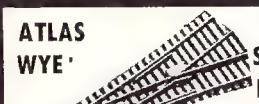
Central Valley Old-time Reefers, CM&StP, Phil & Reading, LV, w/t.. 2.85
Athearn C&O (luminous) Box, w/t 2.95
Athearn Shippers Carline, 3-dome tank, w/t.. 2.75
Varney Cattle Cars, UP, NYC, AT&SF, Pennsylvania, w/t 2.25

ATLAS WYE



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0-6-0 Switcher Locomotive and Tender Kit ... 22.00
4-4-2 Atlantic Locomotive and Tender Kit ... 23.50
4-6-2 Pacific with Tender Ready to Roll 42.50
2-8-2 Mikado with Tender Ready to Roll 45.00
4-8-2 Mountain with Tender Ready to Roll 47.50
2-8-0 Consolidation with Tender Ready to Roll 37.00
0-6-0 Switcher with Tender Ready to Roll 27.00
4-8-4 Northern with Tender Ready to Roll 45.00
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INDEX

Railroad Model Craftsman, Ramsey, N. J.

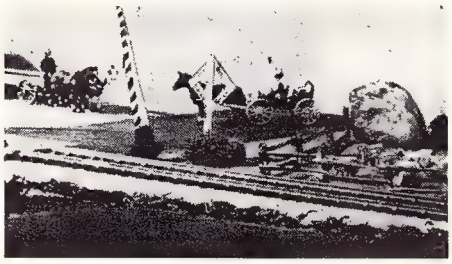
Another . . . . NEW ADDITION to the WESTON LINE

No. 248—Street Sweeper and Cart. Hand Painted. HO Gauge **85c**

See the complete Weston line at your dealers. If he doesn't carry the line you may order direct.

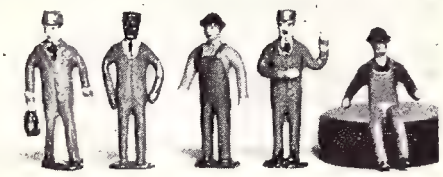
Illustrated catalog for 3c stamp.

WESTON MINI-FIGURE CO. HEALDSBURG, CALIF.



HO FIGURES, DYNA-MODEL

HO. Lead base castings, unpainted. Extensive selection includes cattle, pigs, sheep, dogs, chickens, hoboes, porters, train crews. At most hobby shops. Mfd. by Dyna-Model Products Co.

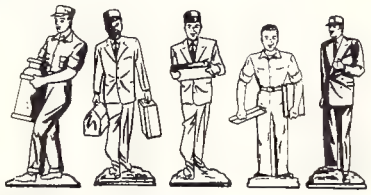


HO FIGURES, WALTHERS

HO. Lead base castings, painted. Railroad and passenger subjects. Satistactory detail. Illustrated in Walthers catalog 50c. Mfd. by Wm. K. Walthers Inc.

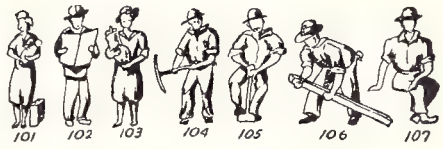
MINI FIGURES, WESTON

HO. Detailed die castings, hand painted. Extensive selection of railroad men, passengers, hobos, animals, and special sets. Excellent detail. Mfd. by Weston Mini-Figure Co.



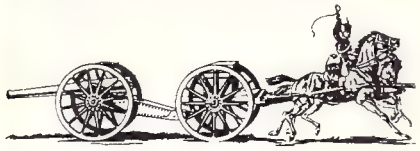
FIGURES, COLBER

O1/4". Die cast metal painted figures of railroad men, passengers, workmen. Sold individually, 25c each except motorcycle cop 35c. mfd. by Colber Corporation.



TT-HO FIGURES, BRETZGER

TT-HO. Lead base castings available painted or unpainted. Fine detail. 101 woman with luggage, 102 man with paper, 103 woman with package, 104 man with pickaxe, 105 man with shovel, 106 man with lumber, 107 workman sitting, 108 brakeman with lantern for ladder, 203 porter with bags. Price 20c each unpainted, 50c each painted. 201 horseman unpainted 50c, painted 90c. 202 woman with child painted 60c, unpainted 30c. Mfd. by Table Top Miniatures, distributed by Sherman E. Dance.



SOLDIERS, BOB BARD

3/8" Scale. Lead base castings, imported from England. Soldiers and other figures representing all nations. Also animals, etc. More for collectors than model railroaduse but not too large for use with O gauge if used carefully. Imported by Bob Bard. Catalog listing entire line 25c.

OLD TIME FIGURES, THOMAS

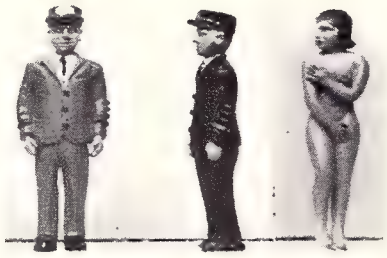
HO. Cast metal 1860-1890 era figures, painted. Include Pioneer lady, Honest Abe, Indian, Infantryman, Union and Confederate officer, Union and confederate marchig infantryman, Union and Cofederate stading infantryman, telegraph operator, frontiersman, pioneer man. Each 65c. Mounted frontiersman 65c. Confederate or Union officer mounted 65c. Horse for mounted figures 75c. Pioneer man and woman sitting, modern man and woman sitting, cannon. Each 65c. Mfd. by Thomas Industries.

HO FIGURES, INTERNATIONAL

HO. Lead base castings, handpainted. Set of 12: brakeman with lantern, porter, man seated, woman seated, fireman sitting arm outstretched, bench, man standing, brakeman for car side, candy butcher, man slick chick, laborer with pickaxe, red cap. Price $2.50, Japanese import by International Models Inc.

HO & O FIGURES, SELLEY

Lead base castings for both HO and O gauge. Too numerous to list but include workmen, pedestrians, railroad men. Complete line of cows, chickens, horses, pigs, goats, dogs. Circus animals also in O gauge. Unpainted. HO-O catalog with 850 illustrations 10c. Mfd. by Stlley Inc.



O FIGURES, LOBAUGH

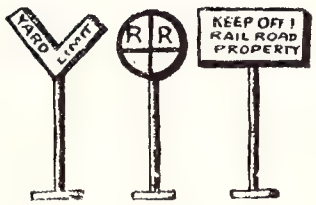
O. Detailed lost wax castings of railroad men, pedestrians, etc. Extremely fine detail. Mfd. by Rollin K. Lobaugh.

SOLDIERS, INTERNATIONAL

3/8" Scale. Lead base castings, imported from England. Soldiers and other figures representing all nations. Also animals, etc. These figures are more for collectors than for use on model railroads but are not too large for O gauge use if used carefully. Catalog listing entire line 25c. Imported by International Models Inc.

TOY FIGURES, 5 & 10 STORES

Many additional figures are available at the toy counters of 5 & 10 cent stores. These are usually oversized for use with O gauge but may be satisfactoy for use with tinplate. Most of these are now made of molded plastic in one color.



TT PARTS, GANDY DANCER
TT. Lead Base castings unpainted, includes garbage can, oil drum, milk can, barrels, lamp post, yard crane, cows, cattle guard, signs, fences,, crossarms, etc. Mfd. by Gandy Dancer, catalog 35c.

HO PARTS, COMET METAL
HO. Lead base castings, fine detail, unpainted. Extensive selection of items, singly and in sets, include fire hydrants, stop go signal, fence sets, hand trucks and other terminal fittings, highway signs and fittings, wheelbarrows, newstand, push cart, baggage cart, firealarm box, gas pumps for Texaco, Gulf, Shell, Esso. Subway entrances, wagons, flat car loads, etc. Mfd. by Comet Metal Products Co.

HO PARTS, DYNA-MODEL
HO. Lead base castings, fine detail, unpainted. Individual boxes. Extensive collection includes forked motor lifts, wagon wheels, barrels, drums, hand truck, platform truck and other terminal fittings, lamp posts, scale, fences, transformer, benches, platform tractor, luggage, clothesline, etc. Mfd. by Dyna-Model Products Co.

LADY IN THE LAKE, WESTON
HO. Could also be used as a 6 ft. tall gal in TT or as a 5 ft. tall gal in OO. Completely painted with choice of red, blonde, or brunette hair. Completely painted, does not include clothing, price 60c. Pile of clothing 30c extra. Mfd. by Weston Mini-Figure Co.

O GAUGE PARTS, COMET METAL
O. Cast metal parts. Interior of building parts such as lockers, lavatory set. Also fire alarm box, benches, subway entrances, barricades, signal set, bus stop, refreshment stand, news stand, park scene, etc. Mfd. by Comet Metal Products Co., Inc.

FOREIGN MANUFACTURERS

The following manufacturers also offer extensive lines of foreign prototype cars which are too numerous to permit itemizing individually. In most cases, fully illustrated catalogs are available. Where known, the primary American importer is also listed but in many cases there may be other importers handling the same line. Imported items may at times be in short supply and delivery dates uncertain but all items listed here can be obtained.

BUCHERER, SWITZERLAND
O gauge tinplate. Imported by Julian Wolfsohn, 480 San Francisco St., San Francisco, Calif.

HAG, SWITZERLAND
O gauge tinplate. Imported by Julian Wolfsohn, 480 San Francisco St., San Francisco, Calif.

BODAN, DENMARK
HO. Julian Wolfsohn, importer, 480 San Francisco St., San Francisco, California.

PMP, FRANCE
HO. Imported by Julian Wolfsohn.

WESA SWITZERLAND
TT 13mm (not compatible with American TT). Imported by Julian Wolfsohn.

RIVAROSSI, ITALY
HO. Continental and American designs. In both NMRA standard 2-rail and Continental 3-rail. Imported by Polk's, 314 Fifth Ave., NYC, N. Y.

GRAHAM FARISH, GREAT BRITAIN
HO. European and American designs. Imported by Polk's Hobbycraft.

ROKAL, WEST GERMANY
TT 12mm. Matches American TT. Imported by Action Models, 509 Fifth Ave., N. Y., N. Y. Main offices PO Box 72, Outremont, Montreal, PQ, Canada.

TENSHODO, JAPAN
HO-O. American and Japanese designs, plus other manufacturers. Imported by International Models, 33 Union Square West, N. Y. Also available from ACI Hobby Supply, 3148 Senasac Ave., Long Beach 8, Calif.

BASSETT-LOWKE, LTD., GREAT BRITAIN
O Gauge. British designs. Imported by Polk's Hobbycraft.

MARKLIN, WEST GERMANY
HO-O. Continental 3-rail trains. Very extensive lines. Imported by Charles C. Merzbach, 545 Fifth Ave., NYC, N. Y.

FLEISCHMANN, WEST GERMANY
HO. Continental and American designs. Imported by Charles C. Merzbach, 545 Fifth Ave., NYC, N. Y.

HORNBY, GREAT BRITAIN
HO continental design.
O tinplate windup. Imported by Polk's Hobbycraft.

TRIX, WEST GERMANY & GREAT BRITAIN
HO. Continental and American designs. Imported by Polk's Hobbycraft.

ANTAL, FRANCE
HO. Continental 3-rail. Imported by Polk's Hobbycraft.

The Railroad Model Craftsman Directory Series started in the October 1954 issue and has covered the following subjects:

Oct. '54 Steam Locomotives

Nov. '54 Diesel & Electric Locomotives

Dec. '54 Freight Cars Part I

Jan. '55 Freight Cars Part II

Feb. '55 Freight Cars Part III

Feb. '55 Passenger Cars, Std.

Mar. '55 Passenger Cars, streamlined

Mar. '55 Traction Equipment

Apr. '55 Power Packs & Motors

May '55 Scenic Accessories

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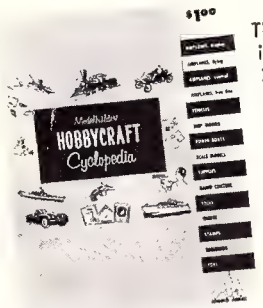

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WOODEN BODY HOPPER

drawn especially for Railroad Model Craftsman

by Ulrich B. Graff

THIS month's car should prove a mighty colorful and unusual item for any pike. While such a car would no longer be found in revenue service it could well be included in a Maintenance of Way train. In a way it is a link with the transition period of the railroads when they were changing from "old timers" to "new timers." It isn't exactly "old," yet it certainly can't be termed "new" or modern.

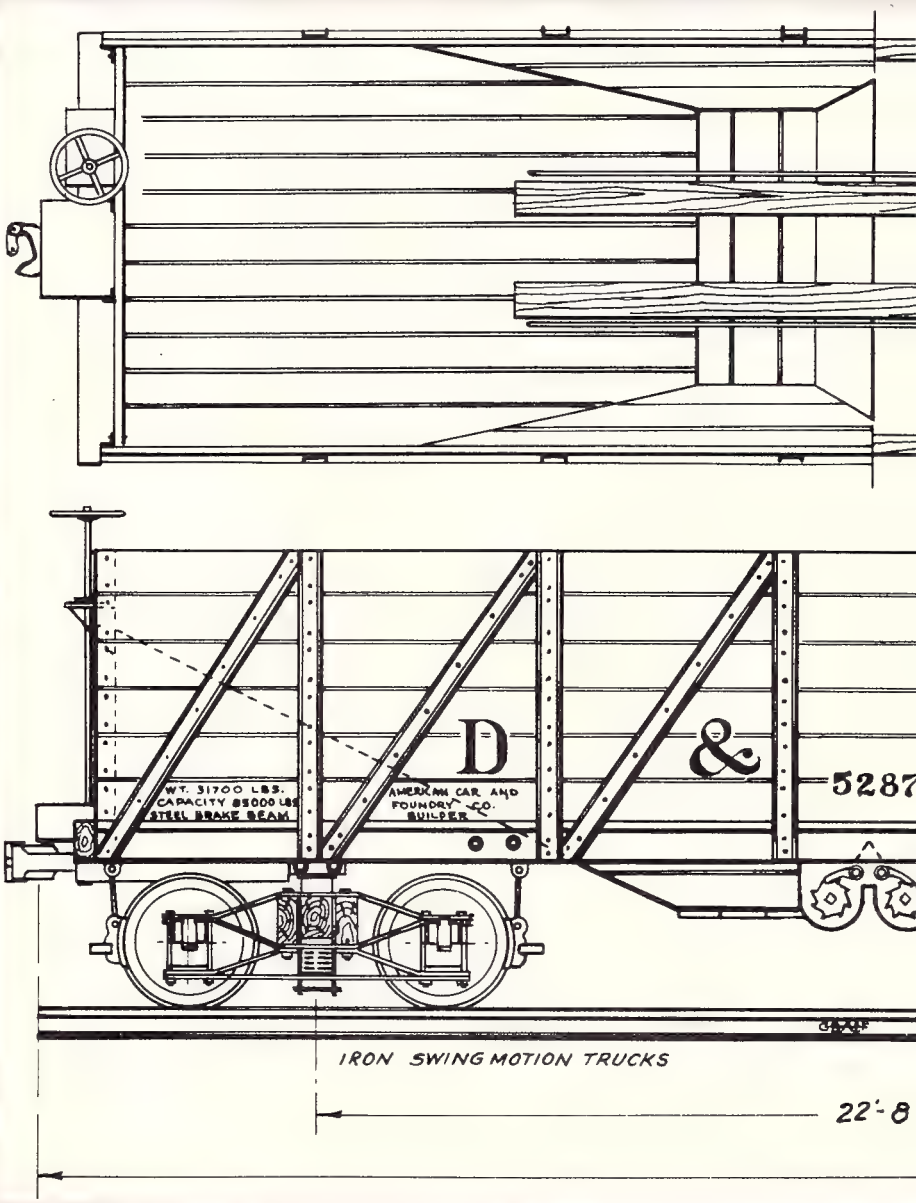
There should not be much trouble in building this hopper from scratch. Build up the frame from scale wood first, then add the sides using commercial siding scribed for 1' planks. For the sloping sides of the hopper use the same type of material except that the scribing should be for 10" planks.

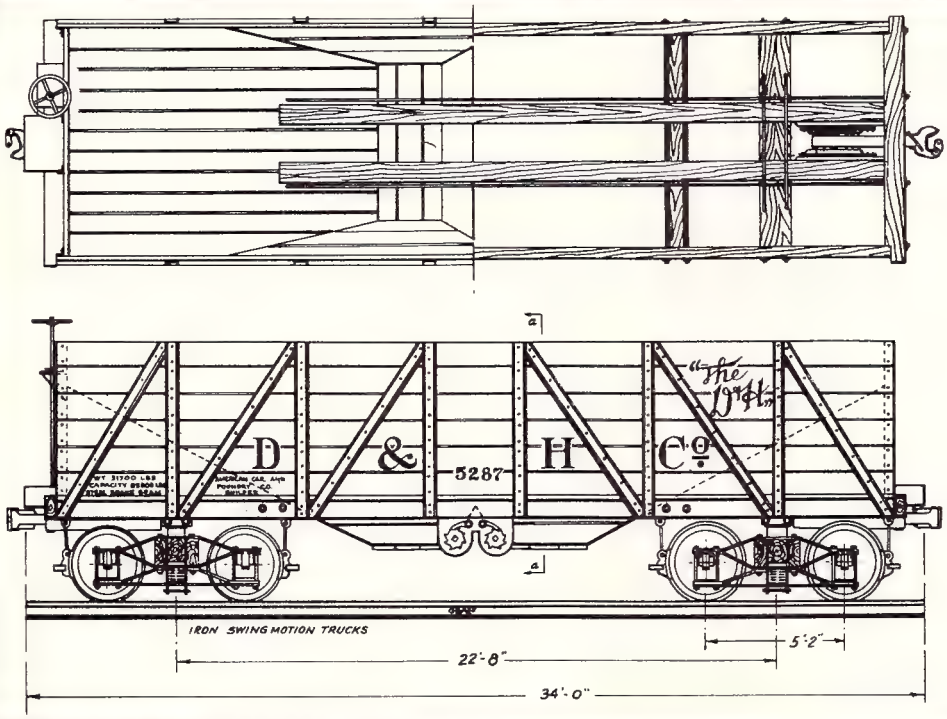
Body bracing is standard car builders channels on the sides, and 4" angles on the ends. You can cut the hopper door raising pauls from calling card stock and cement them on, or make the whole works operating if you prefer. While on the subject of the hopper doors, note that the center timbers and side sills go right through the hopper, which is built around them.

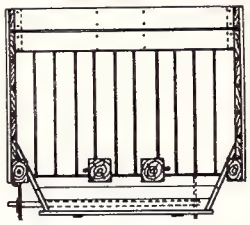
Trucks are an odd design and of odd wheelbase. Regular 5'-6" arch bars should look OK to anyone but the absolute purist

Couplers are of "Janney" design. Except that these have a slot and provision for a pin in the knuckle to take link & pin couplers, you can hardly tell them from modern design.

Build yourself a couple of these cars, paint them black with white lettering, and couple them to your M. W. train. They should excite plenty of comment, and I'm sure you'll find them easy to build.







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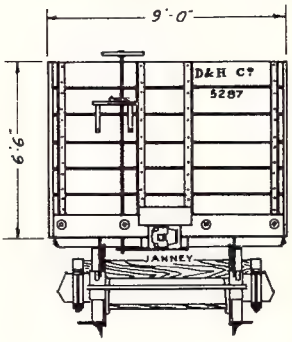
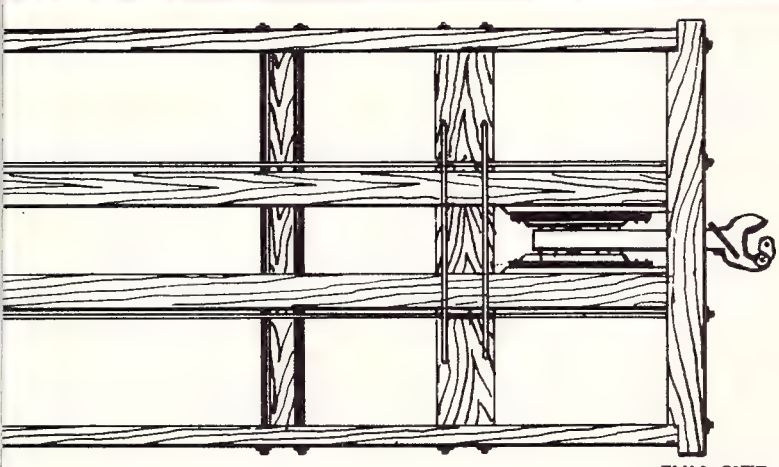
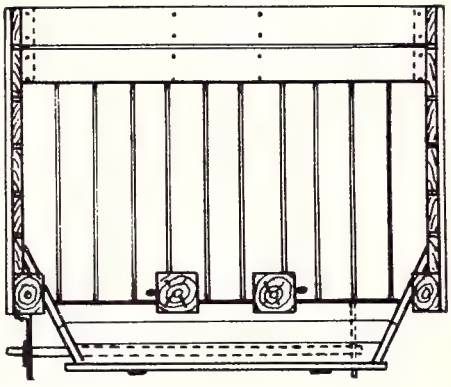


FULL SIZE HO GAUGE





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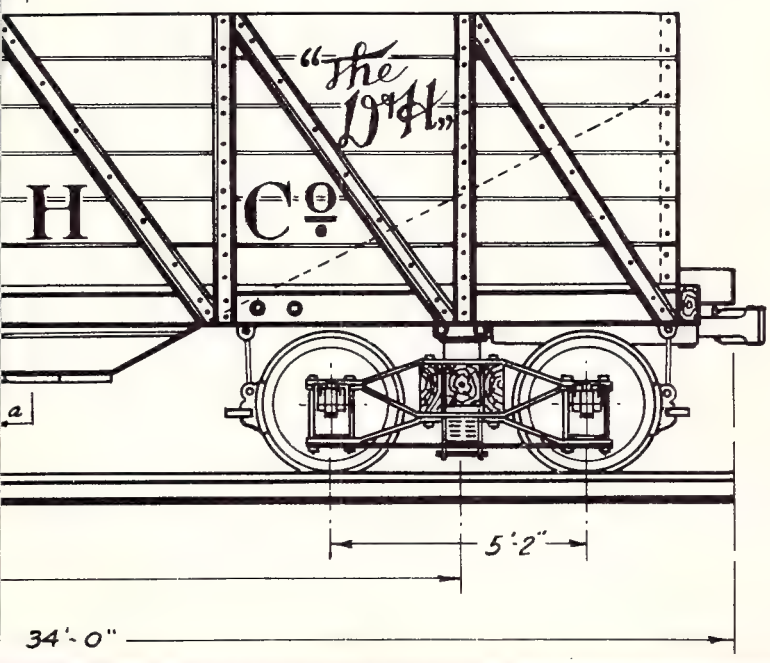
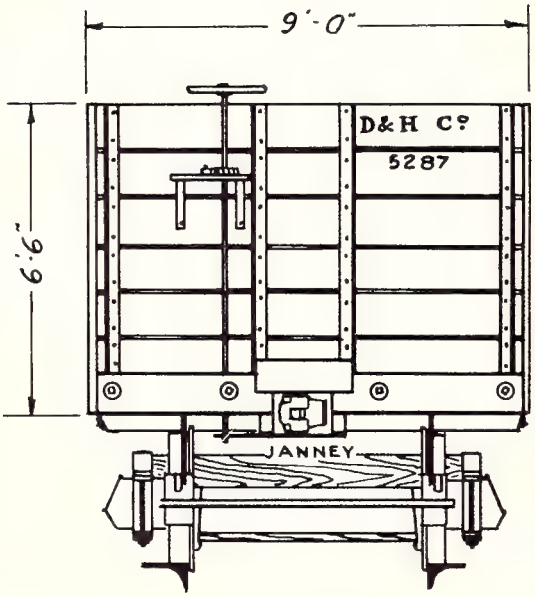
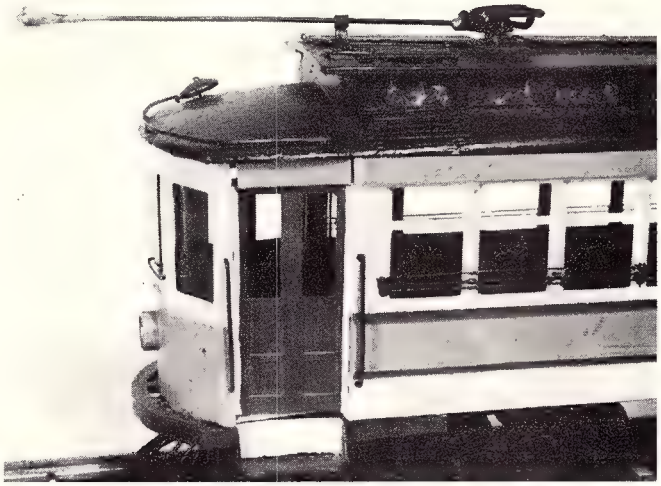
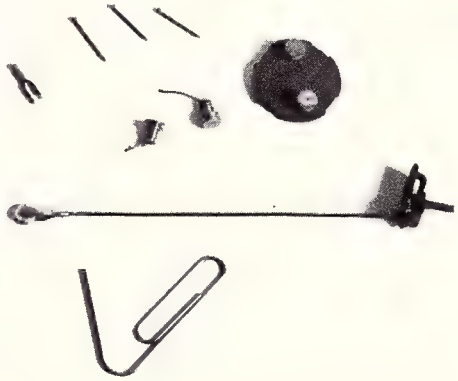








ROTATING TROLLEY

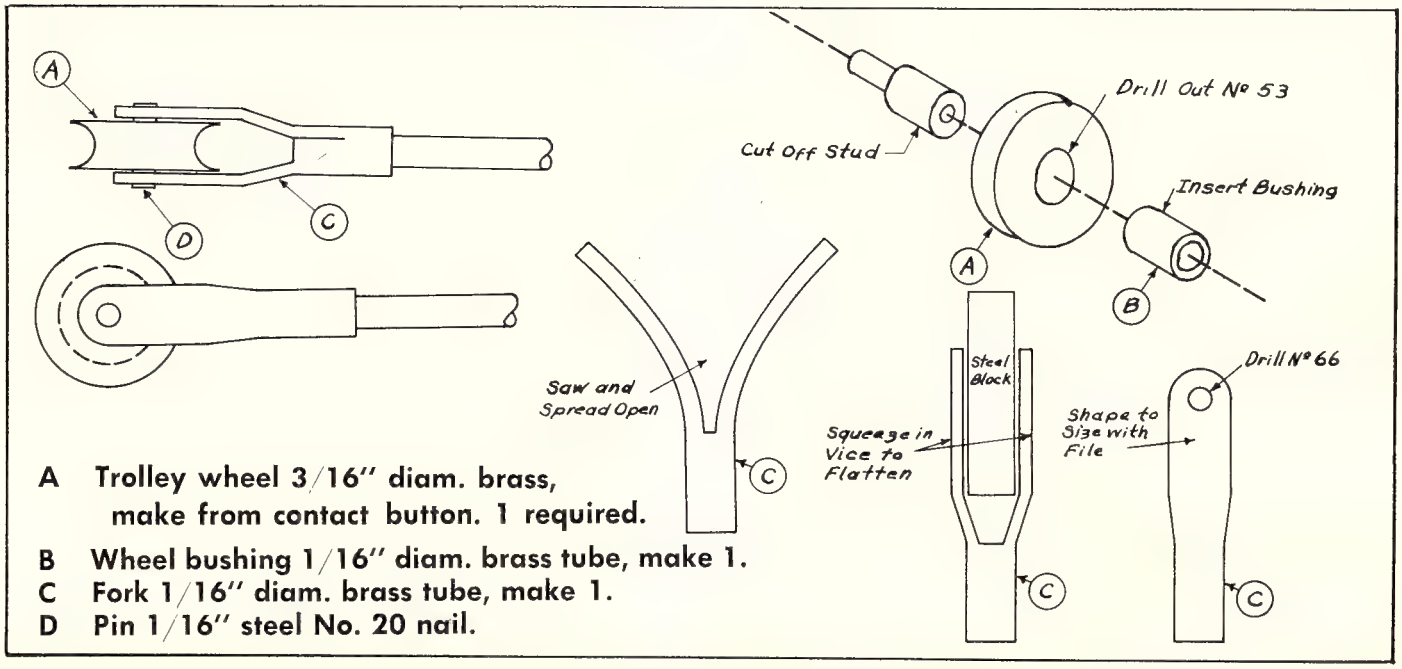
PERHAPS you are missing the benefits of rotating trolley wheels on your O gauge traction line because you think them difficult to make. If so, the construction method outlined below should be of interest since it avoids all machine tool work and makes use of available materials, thus could be called a kitchen table project.

With the increasing use of permanent magnet motors and rectifier combinations, polarity reverse is at last making a dent in the pole reverse stone wall. Cars can now be reversed without the everlasting nuisance of changing poles. Depending on the direction of the wire frogs, a variety of switching moves can be made from remote control stations, particularly in yards and blind sidings along the main lines. In real life both trolley wheels and sliding shoes were backed up constantly as it was a necessity with single pole cars and a lazy man's method on double pole cars. Some things just don't scale down properly and so it is generally conceded that model dummy wheels or sliders do not back up easily on the average wire. If the overhead structure is taut and free from kinks, bumps or solder blobs, a dummy wheel will go backwards provided the pole angle is not too great, but such excellent wire is not found on every layout.

Rotating wheels however, will go backwards over slack wire and tight wire alike taking all but the worst bumps in their stride. Do you question the durability or current capacity of working wheels? The Long Valley's first pair are more than ten years old, have survived two annual club shows each year and are still in good working condition. On numerous occasions one single wheel has carried the five ampere current drawn by two heavy locomotives running multiple-unit from one trolley pole. Certainly the worst condition to be encountered is that of dirty, corroded wire that causes severe burning. Under this condition the wheels flash and sputter in a realistic fashion but keep right on going while some sliders under the same wire become unsoldered and pop right off the poles.

The basis of construction is the fluorescent lamp starter, the contact buttons on many type starters being neatly shaped wheels and best of all have a hole at dead center, thus no lathe work being required. Break away the fiber base of the starters to expose the contact buttons, then heat the button studs with a soldering iron so that the wires can be pulled out to reveal the center hole. Figure A illustrates the preparation of the wheel. First cut off the stud flush with the wheel, then file both sides of the wheel to 1/16" total width if it is too wide as originally found. There is quite a difference in this respect between brands. If you are not fussy about this point, use the wheel as it comes.

Now enlarge the center hole in the wheel with a No. 53 drill. A short length of 1/16" diameter brass tubing can now be forced into the hole to act as a bushing. This tubing has



A Trolley wheel 3/16" diam. brass, make from contact button. 1 required.

B Wheel bushing 1/16" diam. brass tube, make 1.

C Fork 1/16" diam. brass tube, make 1.

D Pin 1/16" steel No. 20 nail.

Backing up traction units is no problem if you substitute rotating trolley wheels for the sliding shoes now used on most cars. They're simple to make

by Long Valley Electric Ry.

Staff Photos

WHEELS

been obtained from George Stock of HO fame, originally intended for "choke cable" control of turnouts. Similar tubing is used in conjunction with a nationally distributed fire alarm system known as ATMO. File the ends of the bushing flush.

Figure B shows the steps in preparation of the fork. Using a jewelers saw with a fine tooth blade split the end of a length of 1/16" diameter tubing to a distance of 5/16". Then force the two sections apart with a knife blade and insert a piece of 1/16" thick steel between the two sections. Squeeze the sides together against the steel piece in a vise and they will come out flat and shaped like a trolley fork. Locate the pin hole along one side of the fork so that the wheel will have room to turn. If you will insert a piece of 1/16" thick wood in the fork when drilling the pin hole, No. 66 drill, through both sides no damage will be done to the sides. With the holes located, a small Swiss file can be used to dress down the fork and round the ends.

The wheel is assembled in the fork, with a No. 20 wire brad as the pin, soldered to both sides of the fork. This, incidentally, is the point that will make or break the whole operation since the solder can easily run from the fork sides to the wheel itself freezing the whole assembly into one unit. One safe way to do this soldering is to hold the assembly so that the long end of the nail points straight down towards your workbench. Then solder the bottom side uphill along the nail. Now turn the assembly over so that the nail head can be soldered to its respective fork side upside down. Even if the wheel should stick slightly, it can be broken loose. At this point trim off the protruding nail and file ends down nearly flush with the fork sides for a smooth looking assembly.

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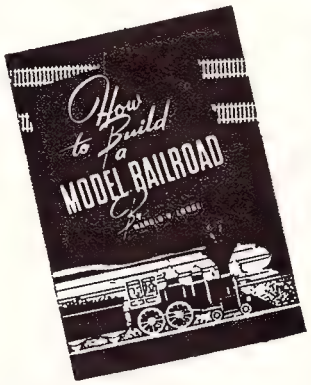

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FOR SALE: Lionel 623 AT SF switcher, new, $22. 2333 Santa Fe A-B-A repainted, good cond. $35.00. 027 auto. switches No. 1121, $8.00, postpard. Charles Smith, RFD No., Yorkville, Ill.

WANTED: MODEL CRAFTSMAN MAGAZINE 1937 July, 1941 January, February, 1942, March, April August and December, 1944 July. Good or fair cond. State price. M. Hunter, Po.O.Box 756, Milwaukee, Wisc.

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FOR SALE: Complete HO outfit retail value $651.00. Sell whole or part very reasonable. Will trade any part for antique glass paper weights. Rev. Earl Zetsche, 1307W. Woodard, Denison, Texas.

FOR SALE OR TRADE: Bowser articulated 4-6-6-4 new kit. Will sell to Canadian model railroader for $70.00 or trade for 2 Hobbytown diesels, Alcos or E7. Dual drive. Make offer. H. W. Mernickle 417 Ave. T. South Saskatoon, Sask. Canada.

WANT: Lionel 072 scale Hudson, scale 0-6-0, 0-4-0 engines, scale frt. cars, wide ra. elec. switches, etc. Also bound vols. RAILROAD MODEL CRAFTSMAN, MRR, Trains. Will exchange HO equip. of 7 steam locos. 2 diesels, 40 cars, switches, track, etc. Send your lists. Harry Meyer, 1904 Gardenia Ave., North Merrick, L.I., N. Y.

SWAP FOR HO: or will sell Lionel 027 RR consisting of ZW trans. op. box and milk car, 2056 4-6-4, 2033 twin UP diesel w/mag. trac., No. 2421-22-23-32 streamliner pass. set. 4 6019 and 1 1019 FC units, 2 153C contactors, Hopper and searchlight. 2 cab., 2 tank, 2 gond., 4 st. lights, 37c-25 st. track, Marx: 1 pr. auto. sw. 3 st. lights, 2 bumpers, bbl. water tower, auto block signal, 90° crossover, 8 sec. wide ra. track, 2 sec. 3' ea. Gargraves track. Plasticville bldgs., animals, figures, RR signs, tel. poles, etc. Detailed list. Robert Zeltmann, 312 No. Main St., Liberty, N. Y.

TRADE: Radio City Products Model 802 tube tester, good cond. 1 DeForest's radio and TV course (lessons only). 1 German 13 pc. drafting set, in leather case, new. 1 German model 4 cyl. auto-engine, trans. plastic, actually operates, cost new in kit $25.00. I Viewmaster stereoscope, light att. Xfmr and cord, 27 asst. reels and library box cost $17.00. 1 Thimbledrome model racer good cond. Will swap for practically anything in HO. Need 14" turntable, bldgs., rolling stock. William J. Copeland, 66 Clark St., Portland 4, Me.

FOR SALE: 1 AF K543ST Diesel frt. set complete—extras: 8 pcs. st. track, 1 B & O box car. Al cond. 1 week old. Real bargain, first $25.00 gets it. D. R. May, 52 W. 70th St., New York 23, N. Y.

PASSES EXCHANGED: with other model railroaders. Delaware Valley Railroad, R. L. Morris, 1344 Edge Hill Rd., Landsdowne Park, Darby, Pa.

FOR SALE: 227 switcher, 224 and 1668 locos., AF 3 rail O switches, OS OC, 1013, 1018, RCS, JCS, 6019 and 1019 track; crossovers, 6465, 6462, 6037, 6456, 3469, 6012, 6035, 6032 cars, etc. List for stamp. P. Zaborowski, 13272 Cunningham, Wyandotte, Michigan.

FOR SALE OR TRADE: For HO. Lionel 2-8-4 Berkshire loco, frt. cars, caboose, 2 pr. auto. 027 sw., 027 track, bumpers, excel. cond. Robert F. Cowan, Ohio View, R.D. No. 1, Industry, Pa.

HAVE: Lionel No. 681 turbine with smoke, magna tractor, 12 wh. whistle tender, No. 497 coaling station, No. 6462 gon. Will trade all for 1 twin motor diesel. R. Christensen, 21 Fernwood Pk. Rochester 9, N. Y.

WILL TRADE: Fleishman European Pacific in fair cond. for Mantua shifter blt. up or sell for $15.00. Also have 9 AF frt. cars in HO, 3 reefers, 2 gon. 2 flats, 1 tank for Penniine midget diesel, kit or blt. up or sell for $18.00. R. Corson, 32 Prospect Ave., Avenel, N. J.

FOR SALE OR SWAP: Lionel 027 diesel switcher, excel. cond. loco. with 4 cars, over 100' track, good cond. with transformer, houses, people etc. Swap for new Mantua Mikado and $50.00 or best over $70.00. Send for list. R. Stanziale, 8 Rowe Place, Bloomfield, N. J.

TRADE OR SELL: Lionel locos No. 6, 256, 42, 400, 252; Cars No. 2900 freights; track & switches; Model Railroaders 1934 thru 1955; Catalogs 1922 thru 1955.

WANT Lionel locos No. 381, 156, 54, 34, 8, 51; Cars No. 29, 412, 413, 414, 416, 431, 424, 425, 426; Am. Flyer 'Pres. Special'; Dorfan No. 3930 loco; Ives locos 1125, 1129, 1094, 1764, 1134, 3243; Catalogs before 1920; Streetcars; and all early steam type locos. Carl C. Robinson, 7303 Hermitage Street, Pittsburgh 8, Penna.

WANTED: CONTAX 35mm lenses, for Model 2 or 2A. Will consider Jap Nikkon or similar quality with Contax mount. Need 85mm, 135mm or what have you. Also Contax closeup attachment. Swap HO H. Carstens, 290 W. Englewood Ave., W. Englewood, N. J.

TRADE OR SELL: Westchester No. 12 steam sand twr. and hse., Ideal movie house, bank, post office, Starline No. 2 Hse., Model Hobbies used car lot, Pacific models fire tk. Kimball Kraft stone culvert, Rail Chief billboard, Pepsi-Cola, and set of 4 horses, painted, all HO kits in orig. cartons for O gauge scale pass. car or cars, kits only, or sell for $5.00. Shipped express collect unless otherwise stated. W. H. Eldridge, 1535 Scott Ave., La Marque, Texas.

FOR SALE: HO equip. worth $40 sacrifice for $10.00. Eng. yardbird, 9 cars, 4 unass. kits, in various stages of construction, 2 turnouts, rail, structures. G. Bartlett, Jr. Delano Park, Cape Elizabeth, Me.

HAVE: 1 HO PSM Indiana trolley, never used. Trade for 2 Lindsay Globe motor units. Joseph W. Bunter, 2931 W. 21st St., Brooklyn 24, N. Y.

WILL TRADE: HO locos., cars, kits, loco. parts, misc. equip. New, used, pre-war, for HO heavy steam power. All replies answered. W. J. McGarry, 58 Norman St., Rockland, Mass.

FOR SALE: Scale O gauge loco. and car kits. Also blt. up equip. List for stamp. Dick Uthoff, 944 Alabama St., Lawrence, Kansas.

FOR SALE OR TRADE: For HO equip. 1 Lionel steam engine 1940 vintage, needs slight repairs. First good offer takes it. Lee Bolman, 1344 Morris Rd. Wynnewood, Pa.

FOR SALE: Partly assmbl. HO Varney Super Pacific and Bowser tend. $27.50. 3 unit Lindsay Alco 1 pwd. $15.00. Hobbytown Alco switcher, singl. pwrd. $15.00. HOn 3 Montezuma $20.00, 12 asstd. frt cars, $10.00. W. F. Allison, Montrose, Colorado.

WILL EXCHANGE: 7 airplane model motors 074 to 033, 1 U-Reely handle, and plane parts for HO gauge equip. List furnished. Lawrence R. Mennig, 655 Poplar St., Lancaster, Pa.

TRADE: Marx and Lionel 027 gauge equip. Fair cond. Worth $70.00, for HO Mike or Consolidation. D. Wintermute, 7671 Dayton-Liberty Rd., Dayton 7, Ohio.

WANTED: HO Chester streamline pass. cars, in kit form only, with corrugated sides. Need roomettes, and observation-lounge-tavern car. Will pay cash or trade frt. car kits or what do you want? M/Sgt. Reese, AFES, 8323 AU, APO 957, San Francisco, California.

FOR SALE: 1 new Lionel GG-1 No. 2330 two motors $55.00 and 1 slightly used $37.50. Mike Specht, 7427 Troost Ave., Kansas City 10, Mo

FOR SALE OR TRADE: FOR HO 3 S gauge AF locos., smoke and c.c., 7 frt. cars, knuckle couples, 60 pcs. track, 4 R.C. switches, 3 R.C. uncouplers, 75 watt trans. All at ½ list or trade for similar equip. in HO. Wayne Stuart, Box 684, Elkhart, Kansas.

SELL OR TRADE: For anything in HO. 1 Lionel 675 loco. auto. cattle and milk cars with platforms, etc. Send for list. E. A. Roberts, R.F.D. No. 9, N. Canton, Ohio.

SELL OR TRADE for other HO steam power. HO Varney A & B unit, 0-6-0 switcher, tank switcher and AF Hudson. Gd. running cond. Also looking for railroader in this area who does not have a layout and would like to participate on mine. W. A. Sevigne, 15 Sanderson Ave., E. Weymouth, Mass.

WANTED: HO Steam loco. in trade for 37 year old Vibroplex railroad telegrapher's key (Bug) Best offer within 30 days takes it. C. Bowman, 3117 Hoagland Ave., Fort Wayne, Ind.

FOR SALE OR TRADE: For HO baggage cars, Walthers O gauge 4801 arch roof baggage car painted but not lettered with All Nations trucks and Monarch auto. couplers. Also Athearn O gauge 40' box painted green but not lettered with Lobaugh Allied trucks. David M. Larson, R.F.D. 1, Box 267, Suffern, N. Y.

FOR SALE: Bowser articulated still in kit $42.50, Athearn Boom car $6.50 in kit. Send stamp for list. Want Lionel scale Hudsons in gd. cond. and HO Hudsons in good cond. J. Pipia, 665 Second Ave., New York 16, N. Y.

FOR SALE OR TRADE: HO Varney caboose, gon, hopper, box car, and Dummy A unit diesel, just assemb., never been run. Cost $14.00 but will sell best offer over $9.00 or equiv. Lionel equip. B. Hoerger, Dundee, Ohio.

WANT: HO Gauge AF Hudson and Varney Pacific. State price and cond. R.B. Armstrong, 4391 Blodgett, Houston 4, Texas.

FOR SALE: HOn3 Kemtron teakettle, just completed, painted and detailed, excel. cond. $65.00. W. Mucher, 790 Lincoln Pl., Boulder, Colo.

WANT: Locos. preferably Lobaugh, Athearn rolling stock or what have you. Herbert Cearley, 706 W. Caldwell, Compton, Calif.

FOR SALE: New HO kit, Bowser Mountain $30.00. Varney 10 wheeler $14.00. Self addressed envelope brings list of other new bargains. W. Kremer, P.O. Box 9633, Tulsa 7, Okla.

WANTED: Walthers O gauge Hiawatha observation, end casting. Must be in gd. cond. State price. R. Sell, 1111 Shelmire Ave., Phila. 11, Pa.

FOR SALE: HO Kits, Winton artic. 2-6-6-6 and tender less motor $45.00, Winton Berkshire 2-8-4 and tender less motor $25.00, also custom blt. Varney Lackawanna A & B diesel, F-3, 8 wh. drive DC-71 motor, gd. cond. $35.00. Harry Walz, Rd No. 3, E. Stroudsburg, Pa.

FOR SALE: Lionel 027 train set including No. 2055 loco. and whistle tender, hopper, gon., oil, caboose and No. 3484 oper. box car. 17 sect. st. track, 15 sect. c. track, 2- No. 6019 RM track and 90° crossover and 2 pr. Marx manual switches. 2 months old. Accept best offer over $43.00. A. Pfeiffer, 2109 Green St., Rockford, Ill.

FOR SALE: Lionel engines No. 671WS, No. 2026S $15.00, 2 No. 2625 coaches, $10.00 ea. 3 frt. cars $7.50, 1 Z trans. $27.50, 20 sect. track $4.50 AF No. K325 AC Hudson $32.50, No. 915 log car $5.00, 12 c. track $2. Excel. cond. Tony Gonzalez, 889 Dawson St., New York 59, N. Y.

HAVE: HO 1 Mantua Booster never run, 1 gross rail joiners, ¼ lbs. rail spikes, 7 switches, 5 r. 2 left, 1 crane tend. 1 box car, slightly damaged roofwalk, 1.049 torpedo airplane engine for $5.00. Train equip. $25.00. J. Hanna, Box 406, Cimarcon, Kansas.

SELL OR TRADE: 1 Auburn RDC, Pennsy, very gd. cond. $23. or trade for scale frt. cars for tinplate. 1 Lionel depressed center, $3.50, 1 No. 145 gateman $3.50, both excel. 1 single dome tank, $3. excel. except decals. 1 6020W whistle tender, fair $2. Bill Tuohy 20 Kent St., Westfield, N. Y.

WANTED: Back issues RAILROAD MODEL CRAFTSMAN, Jan. Feb. Aug. '46, Oct. '48, Jan. Feb. March, April, May, June, July, Oct., '52, Jan., March, '53, Jan. '55. Model Trains, Jan., Feb., March, April, Sept., '49, Jan. '50, July, Nov., '54, Jan. '55. K. R. LaRoche, 235 Orange St., Albany, N. Y.

FOR SALE OR TRADE: For AF S gauge. Lionel diesels and steam locos., cars and accessories. Send stamped envelope for list. H. Smith, 931 Hackett St., Beloit, Wisc.

FOR SALE: Lionel and Marx layout worth over $300.00. 4 Lionel engines, 5 Marx switches, 150' Lionel, Marx and Gargraves track, 4 Lionel sections, section car, coal ramp and hopper car, signal bridge, Lionel TW transformer, other accessories including cars. Best offer over $200.00 takes all. Send stamp for list. James Ansell, 21 Walnut St., Middletown, Conn.

WANTED: HO monthly magazines. 1948 Vol. 1 issues 1, 2, 3, 4, 6. 1949 Jan. and Feb. Anton F. Bruns, P.O. Box 520, MarVista, Calif.

SWAP: HO for Marklin. Chance for party with very large Marklin layout to swap for very fine large HO layout. Send list of equip. E. Waxman, 1336 W. Columbia Ave., Phila. 22, Pa.

TRADE: Lindsey Alco diesels, 2 A units, 1 B unit, all powered, for Berkshire, Hudson or Niagara steam type or what have you. F. L. Flum, 573 Bath St., Bristol, Pa.

TRADE FOR HO: 4 x 5 all metal view camera with 6¼, 8, 12" Gundlach lens in Rapax shutter. $210 value. Want all type of HO equip. and access. G. Self, Rt. 1, Box 33, Oil City, La.

FOR SALE: HO all new or perfect, painted and lettered, Penn Line T-1 w/2 motors $32.00, Mantua General $20.00, Sharknose A w 3 Varney streamline cars, 2 coach, 1 obs., for So. Pac. $20.00, Varney 10 wh. $20, Varney hvy. Pac. $40, PSM PUC car $12. Cash or trade for HO steel trestle, sw., signals, X-ing gates, etc., bldgs., figures, S.S. turntable or scenic items. H. Tice, 549 Rose Ave., Des Plaines, Ill.

PHILATELISTS: $125. cat. val. stamps includes approx 2700 stamps, foreign, also, Master Global Album and std. 1954 cat. Trade for HO equip., engine, power pack, controls. Philip R. Sheridan, 290 Mass. Ave., Cambridge 39, Mass.

CANADIANS: Trade Varney Casey Jones w/tender and valve gear for Mantua Mogul in gd. cond. or sell for $20.00. 25 pr. Mantua frt. couplers, 5 ramps, $5.00. Write for details. F/O A.W.T. Joyce 35016, No. 4 (F') Wing RC AF, CAPO 5062 c/o Postmaster, Montreal, Que. Canada.

FOR SALE: Lionel equip. $7,000, scale switches, 773, 763 Hudsons, GGI switches, access. Some S gauge, AF. Write me for your wants. L. Bernstein, 3519 14th Ave., Brooklyn, N. Y.

WANTED: Any kind of HO equip. in exchange for printing service and or cash. W. B. Hager, 25 Cleveland St., Hyde Park 36, Mass.

FOR SALE: Cheap. New and old Lionel. Send stamped envelope. Jim French, P.O. Box 145, Midway, Washington.

SELL OR TRADE: 1 Highway Pioneers, series 2, 1908 Buick 10 rumble, 1 old time coal dock, handmade, 1 telephone box. Excel. cond. Best offer takes all or individually. Roger Hogan, 3013 Cornell Ave., Fresno 3, California.

FOR SALE: AF S gauge, knuckle coupling, 1 pr. switches, extra track, all new Christmas, $69.90 value, will sell for $50.00 or will trade for $50.00 worth new HO equip., prefer loco. and power pack. John K. Telis, 67 Hillcrest Dr., Ebenezer 24, N. Y.

FOR SALE: 1 Lionel frt. 1 pass., 1 Marx frt. 3 complete outfits include, track switches trans., 1 4 x 6 platform and supports. Sell all or part. Bruce R. Hoffman, Henryville, Pa.

WANTED: Std. gauge No. 392 loco. boiler front. Buddy L sand car, hopper, pile drive and trackage. Have many items in std. gauge to trade or will buy. Also want Monorail set complete. Joseph Osterhoudt, 192 Oakwood Ave., Kearny, N. J.

FOR SALE: Lionel and AF equip. Lionel 2332 GG-1 Penn. elec. loco. and 1656 0-4-0 switcher. Highest offer. Send for list. Want good Lionel, AF and Auburn trans and access. Will trade anything in HO or any other make. Douglas Du Bay, 6915 Colby Ave., Des Moines, Iowa.

WANTED: AF S gauge loco. with choo-choo and smoke. Also operating cars and access. Have HO to trade or would sell. Send your list for mine. R.B. P.O. Box 118 Sandy, Ore.

FOR SALE: Most parts for prewar O gauge scale craft ATSF Mikado. No work done. Will sell or trade for HO locos. R. E. Vaughn, Ja., 9349 Glenellen Dr., Pittsburgh 37, Pa.

FOR SALE OR TRADE: AF, 2 locos. 15 box cars, 5 pass. 150 pcs. track, 2 cross overs, 1 pr. switches, 2 transformers, etc. Will sell separate or trade for HO equip. Ronald Keller, 3211 W. Marshall Ave., Phoenix, Ariz.

TRADE: Lionel No. 256 twin motor old style loco. for Thomas ¼" scale consolidation loco. and tender. Dr. Kowal, 2743 W. 55 St., Chicago 32, Ill.

SALE: HO diesel locos. CRI and P prototype, pass. and frt. cars, trolley, misc. scenic and elec. equip. Good cond., some kits and semi-finished models. Send stamped envelope for list. B. A. Rossbach, 1734 E. 72nd St., Chicago 49, Ill.

FOR SALE: HO Roundhouse 0-6-0 switcher good cond. and 12' E. and H. flexible track $16.00. Wilbur Coffey, 14 Russel St., Plymouth, N. H.

SELL OR TRADE: For HO diesel or steam locos. and power pack. AF S gauge 4-4-2 loco. and tender, 4 frt. cars, 4 pass. cars, 100 w. trans. 25 pcs. track, access. auto. baggage car, auto. loading platform, roadside diner, girder bridge and uncoupler, worth about $80.00. Excel. cond. Jim Zeumer, 308 Village Dr., Northlake, Ill.

SWAP: For anthing OO, generator 27 v. D.C. g. 3 amp. 1750 RPM. W. Pyemont, Framingham Centre, Mass.

HAVE: O gauge tinplate trains. Will sell or trade for HO equip. or Model Railroader magazines. Send stamp for list and your list. Stephan White, R. 1, Norwalk, Ohio.

SELL: 1 HO Varney re-war Pacific $25. 1 HO Varne pre-war Mikado $30. 1 HO Varney blt. up super detail Berkshire $95.00 for $125. or swap for cab-forward S.P. articulated, Louis J. Baumbach, 39 3rd St., Pequannock, N. J.

WILL SWAP: Lionel Fairbanks-Morse diesel No. 2321, never used, for Lionel 0-6-0 switcher and Lionel 0-4-0 switcher. Must be in A-1 cond. with knuckler couplers. W. G. Taylor, 62 Garden St., Bridgeville, Pa.

FOR SALE: Varney Casey Jones with valve gear, Mantua Belle, Penn Line h-9, 2 Mantua A units, gd. running cond. 20 frt. cars, 4 pass., Ayres trestle and bridge. Robico gallows turntable. Unfinished kits. Prefer local sale or trade for O scale. Jim Norris, 2207 Grayson, Ft. Worth, Texas.

BARGAINS: Selling large 027 Lionel layout. All equip. in gd. cond. Send 3c stamp for list. James Sweet, 6 Alden Rd., Poughkeepsie, N. Y.

SELL OR SWAP: 2 Hornby Dublo locos. 3 rail., 4-6-2 and 0-6-2T. New. Sell for $20.00 or swap for HO 2 rail English Pacific or similar type engine. W. J. Ashby, Montrose, B. C. Canada.

FOR SALE: Slightly used Ohmite MT 40 HO rheostats $3.25 ea. 3 for $9.00. R. P. Johnson, 912 Queensway Dr., Lexington, Ky.

FOR SALE: 1 AF No. 370 switcher excel. cond. $14.00 or trade for Std. gauge. H. E. Howard, 63 Parkwood Rd., Rochester 15, N. Y.

WANTED: Starting in TT gauge. What have you? Send list of description and price. All letters answered. Sgt. R. G. Paschke, RA16181343, 338th Military Intelligence Bn, Ft. Meade, Md. (FGGM, Md.)

SWAP: $150. worth of HO for TT. Varney Mikado w. scratch blt. tender, English yard bird, PCC trolley. 15 frt. 4 pass cars, people, animals, 7 bldg. kits, pass. car interior kits, loco. castings, couplers, 45° Atlas track, 5 switches, etc. Capt. Arthur E. Kline, 7th Weather Group, APO942, Seattle, Washington.

TRADE: For HO kits. New Lionel 027, received for Xmas, consisting of loco., 4 cars, caboose with couplers, 18 str. 14 c., uncoupling sec., 2 pr. man. switches and 35 w. trans. L. S. Barr, 900 N. Main, Del Rio, Texas.

FOR SALE: AF S gauge equip. Worth $280 will sell for $200. Send for list. Norman Penman, 515 Center St., Wallingford, Conn.

FOR SALE: Mantua booster loco., 6 cars with couplers. Sell as set only Also have Devore dynamometer car and various other equip. Craig Burroughs, Box 606, Greene, Iowa.

FOR SALE: HO Never used, in original cartons, Mantua, Mikado, Shifter, Penn Line, Atlantic, Various kits, bldgs., etc. 40% off list price. Send for list. A. Robb, 2624 Cronemeyer Ave., McKeesport, Pa.

WANTED: Lionel pullman cars, Nos. 2625, 2627 and 2628. Will not pay over $8.00 for each separate car. Douglas W. Larson, Box 866, Jamestown, N. D.

FOR SALE: Std. Gauge Lionel set complete, plus extra cars and switches $25.00. Also, Hornby Y switches and a crossover in O. Want Marx items. A. L. Bailey, 13 Orlando Ave., Orlando, Fla.

WILL TRADE: New AF baggage and club car 960-C, vista dome 962-C and observation car 963-C with knuckle couplers for Lionel switcher 6250 or 022R.C. switches. John C. Roloff, 9204 Lilienthal Ave., Los Angeles 45, Calif.

HAVE: Issue of Model Railroader from May, 1953 to January, 1955 at 35c each. Gd. cond. J. O'Meara, 3615 E. 29th Ave., Vancouver, B.C. Canada.

WILL SELL: Lionel box cars in new 6464 series. Have M.P., G.N., W.P., and 2 N.Y.C. pacemakers. Also 6356 stock, 6446 cement, and 6468 automobile cars. $4.00 each. W. Bullerdick, 11630 Raymond Ave., St. Louis 15, Mo.

WILL TRADE: OO gauge 2 rail reefers, gondolas, etc. Like new for Nason OO gauge 2 rail diner, mail car, observation etc. Will not trade or accept cardboard or plastic cars. O. A. Parris, 1019 13th St., Bremerton, Wash.

FOR SALE: HO layout, 4 x 8' completed except for some track work, scenery. Cab control, 2 levels, control panel. Everything included, tools, supplies, scenery materials, etc. $100. Stamp for particulars. Carlton Klaus, 71 Pearl St., Clintonville, Wis.

WANTED: Lionel C & O switcher 624.3469 operating dump car. 1122 R.C. switches. Gary Goodwin, 1715 Lawrence, Saginaw, Mich.

FOR SALE OR TRADE: Lionel $200.00 value for TT gauge. Send for list. J. H. Doherty, 214 E. Ellis St., Belding, Mich.

WANTED: OO gauge switches and trailing truck for Lionel Hudson 5342. Richard Moore, 105 Clifton Place, Jersey City 4, N. J.

TRADE: 32 sections S gauge flexible track, S and O gauge car parts, R.R. mags. R.R. lanterns, marker lights, 5 x 7 steam negs. for HO equip., military medals. E. F. Stoddard, 35 Ringgold St., Springfield 7, Mass.

WANTED: Edition 3, 4, or 5 Model Railroader Cyclopedia in gd. cond. Also RAILROAD MODEL CRAFTSMAN Feb, 1948. Lt. j.g. J. S. Williams, Dental Dept., MCAS, Navy 990, c/o F.P.O. San Francisco, Calif.

FOR SALE: Bowser Mountain loco. and Ayres Vanderbilt tender $30.00. Scintilla Unipack power pack, $5.00, 6 kit blt. cars and 1 scratch blt. car, $5.00. Julius Pincus, 1700 N. 20th St., Salem, Oregon.

SELL: For $50.00 or trade for AF Santa Fe diesel set, 1 portable layout 4 x 9—2 sections—9 switches, turntable, control panel, 7 amp. power pack and all accessories. A. Migliaccio, 1775—69th St., Brooklyn 4, N. Y.

WILL TRADE: Model autos, boats and planes, value over $50.00 in exchange for Varney Brute A unit powered and Brute B unit dummy, plus power pack and track. Harry S. Whitmore, 8842 Paxton Ave., Chicago 17, Ill. Phone ES 5-6870.

TRADE OR SELL: M.D.C. yard-hog in gd. cond., half completed and painted, some extra parts and couplers $10.00 or trade for 4-6-0 or English Mikado. Anthony Stanek, 5329 Vine St., Maple Hts., Ohio.

WANTED: Lionel Hudson type locos., switchers, 2800—2900—700 series, scale frt. cars and any type diesel equip. Robert J. Dronek, 1339 Alameda Ave., Glendale 1, Calif.

FOR SALE: Gd. cond., sleeping bag $8.00, BB gun $2.00, or what will you trade in Lionel? Bob Penrod, Jr., 435 N. Main St., Penn Yan, N. Y.

WANTED: Lionel, Ives, Dorfan Bing, locos. 0-4-0 type, mountain electric series. Pay cash or swap Lionel Std. gauge, O gauge or catalogs. Will also buy catalogs of the above listed manufacturers from 1915-1935. L. F. DeCerchio, 809 Fern St., Yeadon, Pa.

FOR SALE: HO equip. Penn line consolidation, Mantua Pacific, also cars, controls, structures and track. Lee Gibbs, 8048 S. Kenwood Ave., Chicago 19, Ill.

WE WILL CUSTOM build powered and lighted Globe F-7 diesels at $15.00 each, also offer to build other rolling stock, locos., cars, for 5% over cost. Mayers and Spotnitz, 41 Central Park West, New York 23, N. Y.

WILL TRADE: Traction equip. excel. cond., for steam type locos. Have Lindsay traction power trucks with sideframes and trlr. trks., streetcars, interurbans and the works. Swap Varney diesel A powered for steam loco. or traction equip. Write for details if you'd like to swap your junk for mine. Richard G. Keegan, Box 546, Norton, Kansas.

TRADE: HO for TT. All inquiries answered. Also interested in small HO locos. Bob Decker, 2026 10th St., Boulder, Colo.

WILL TRADE: For HO equip. 28" model boat, Sterling cruiser, radio controlled, Lorenz receiver, Deltron type X-mitter, Debolt Servo, Cameron marine engine, $100.00 value. Also radio controlled model airplane, Debolt Kitten, Mercoid diesel engine, Bonner escapement and powerful x-mitter $65.00 value. All radio equip. 27-255M.C. models and equip. excel. cond. C. E. Parker, 904 N. Gregory Ave., Urbana, Ill.

SALE OR TRADE: Globe A dual power, B dummy, $11.00, John English Alco, A dual power, lighted, B dummy—$17.00, Mantua Shark Nose A double powered $16.00, Amer. Beauty shorties, B & O, diner, coach & combo—$16.00. Value over $90.00, asking $60.00. All perfect. Will take untouched steam loco. kits. Dr. R. F. Friske, 18025 Gottschalk, Homewood, Ill.

FOR SALE: Lionel O gauge RC switches, 3 pass. cars, track, 1935 frt. cars and loco. Other accessories, all in excel. cond. Send for list. Robert Blaney, 6622 Bramble Ave., Cincinnati 27, Ohio.

WILL CORRESPOND with model railroaders. Robert Allen, 58 N. Alhambra Cir., Agawam, Mass.

WANTED: Lionel steam switch engine, locos. Nos. 773, 763 and 700 and tenders, also these locos. in any cond. or parts. Will trade like new Lionel, AF S gauge or antique equip. or will pay cash. Clyde Buxton, R.R. No. 2, Cleveland, Ohio.

TRADE: For HO or sell AF O gauge train, track and few accessories. David Rogers, 11 Douglass Way, Exeter, N. H.

WANTED: Equip. in HOO or any smaller gauge. J. A. Dragon, 22 Diamond St., Providence 7, R. I.

FOR SALE OR TRADE: Lionel 250w. trans. Penn. R.R. GG-1 elec. loco., cars, 1 oper. cattle car for HO 14 wh. tdr. kit and Penn Line 2-10-0 Decapod kit or Bowser 4-8-2 mountain kit. M. Cotter, 2500 Davisson St., River Grove, Ill.

TRADE: 6' A.H.C. flexible track, 1 Atlas assembled R.H. switch, 1 pr. Blue Line 4 wh. streamlined trucks, 1 circle 20" r. Truscale roadbed/ties, 1 sec. Truscale flexible roadbed, Mantua Mogul frame and 72" drivers/gear and Rail Chief track layer. James Thompson, 1210 E. 8th St., Pittsgurg, Kanas.

SELL OR TRADE: Ives train set, elec. type, engine No. 3240. Gd. running cond. Includes track, old Ives trans. and approx. 30 sections track, std. gauge. John Berry, 91 Milton St., Arlington 74, Mass.

FOR SALE: Old Lionel, Ives and AF equip. Std. and O gauge. Old catalogs from 1915. J. Lombardi, 341 Beach 73rd St., Averne, L. I., N. Y.

TRADE OR SELL: 1 AF Atlantic type engine that smokes with tender, 5 cars. 1 trans. 20 tracks, plasticville access. Gd. cond. For HO set up. Cheap. Paul Goldberg, 251-12 83rd Ave., Bellerose 26, L. I., N. Y.

FOR SALE OR TRADE: Lionel loco. 027, cars, rack, access., etc. Trade for HO or sell. Stamp for list. Robert Gardner, 3803 Clinton Ave., Cleveland 13, Ohio.

FOR SALE: Lionel, gd. cond. 1 No. 3454 auto. car $4.00, 2 L V hopper cars $2.25 ea., 1 No. 6411 flat car $2.00, 1 pr. No. 1121 remote control 027 switches, $6.00, 1 No. 97 coal loader $6.75, 1 No. 2452 gond. car, $2.00, 1 No. 2472 caboose $2.00, 1 027 crossover $1.00. J. Budnick, 7455 Neckel, Dearborn, Mich.

HELP HELP. Need MODEL CRAFTSMAN Aug. 1936, July-Aug. 1934. Must be in good condition with covers intact and clean. Who can help? H. H. Carstens, c/o Railroad Model Craftsman, Ramsey, N. J.

SWAP: For O gauge, Mantua Pacific, Mantua Mikado, 20 frt. cars, 2 Varney pass. cars, 2 single crossover, track, Kadee coup. Gd. to excellent. J. Stafford, Box 604, Monroe, N. Y.

FOR SALE: Athearn HO wrecker. Partially assembled, new Kadee couplers installed, all parts complete. $6.00. L. W. Nelson, Jr., Croton Gardens, Albany Post Rd., Croton-on-Hudson, N. Y.

WILL TRADE: HO Varney dockside, 1 gond. 1 flat, 1 caboose. Also 1 rheostat, 1 v. meter, power pack and set of tracks, for AF Casey Jones, 556 or A-B loco. S gauge. Gene Roberts, 142-22—123rd Ave., So. Ozone Park 36, N. Y.

SALE: 027 Lionel equip. 2-6-2 and tend., smoke and whistle, box car, auto. cattle car, gond., caboose, pr. of switches, 1 uncoupl. trk., 90° cross., 40 cs. track, auto. barrel ldr., rot. beacon, auto. frt. station, 11 houses, 2 lps., 2 bridges, gateman, other access. transf. 110 R.W. w. 115 v. 60 cycles, A.C. only. Worth over $100, only $50.00. Ken Clarke, 556 Larkspur St., Philadelphia 16, Pa.

FOR SALE: Lionel 027, 1, 1520w. diesel set extra 2432 car. 1 2033 twin A diesel. 1 624 diesel switcher, 10 frt. cars. 2 cabooses, 1 kw. transformer, 2 90 wt. transformers, 5 pr. 1132 switches, 200 strt. track, 50 curved. 1 pr. manual 1024 switches, 1 6019 remote track, 6 Plasticville structures. Engines painted and decaled N. Y. Central. Parts, trucks and man extras, $200.00 takes all. Helmut Gaupe, 3165 Shore Parkway, Brooklyn, N. Y.

FOR SALE: 2 Lionel electronic control sets ECU-50, practically new. 671R loco. and tender plus ore, box, gondola, caboose and electronic transmitter. Also have Lionel set No. 2148WS complete with 773 Hudson and red scale pass. cars. Chris Seibel, Jr., 25 Derby Rd., Norwood, N. J.

FOR SALE: O gauge All Nation Pacific loco. and tender, AC/DC motor. New kit, not completed, not painted, running gear, boiler and valve gear in place, tender assembled. $45.00. William K. Crabb, General Del., Fort Knox, Ky.

SELL OR SWAP: AF HO new equip. 60 pcs. track, 2 90° crossovers. 9 cars and 10 Skyline HO building kits, value $65.00, sell for $30.00 or swap for mint U.S. stamps before 1935. L. Pawelcyzk, 675 Main St., Middletown, Conn.

FOR SALE: 1 Lionel O gauge box car M. & St. L. $4.50, 1 No. 6019 027 gauge remote control track $1.50, both like new. Frank M. Kalahar, 6115 N. Vancouver Ave., Portland 11, Ore.

FOR SALE: Large selection of duplicate stamps. Write for list. John Boots, Jr., Candler, Florida.

FOR SALE: Casey Jones, $13.00, Varney diesel switcher $8.00, Little Joe tender and Kemtron cab forward $10.00. Shifter, $9.00, power pak and other HO items. Write for list. Calvin Heinske, Box 272, White Pine, Michigan.

TRADE: Mantua Little Six and sharknose casting, gd. cond., for HO 4-4-0 or 4-4-2 in gd. running cond. Dave Wilson, Wenonah, N. J.

TRADE: U. S. stamps, album and equip. for any O tinplate. Stamps include many rare postmarks, issues, mint, etc. Let's hear your offer. A. Romano, 275 Madison Ave., Irvington 11, N. J.

WANTED: Central Lines O gauge kits or the like. Cash or will trade Lionel 2344 motor unit, auto. couplers and IMP dockside switcher. W. Q. de Funiak, 1501 15th Ave., San Francisco 22, Calif.

FOR SALE OR TRADE: For TT, Marklin HO new or excel. cond. pass. and frt., 1 Pacific, 1 Tank, 1 electric loco. dbl. slip sw., pr. swit., overhead catenary system, track, stations, cars, man extras, val. $230.00, sacrifice half price all, or part, or trade for TT equal value. Send for list. B. L. Walters, 249 Stegman St., Jersey City 5, N. J.

FOR SALE: 1 Marn-o-power transformer, 1 0-4-0 Mantua shifter, 18 frt. cars. None ever in service, incl. $8.00 misc. parts, $60.00 or best offer. Robert Forsell, 599 North Ave., Aurora, Ill.

FOR SALE: Varney A unit dual powered Brute diesel, weight. A unit dummy. Both black, gd. cond. $12.00. Peter Busack, 718 Genesee St., Olean, N. Y.

TRADE: AF Hudson No. 322, Ives No. 19, Lionel No. 8, No. 10E, No. 219 crane, No. 32 bg., No. 500 series frts., for Marklin HO, Lionel No. 251, 254, 156, GG1, Ives No. 3254, 3255, 3257, 181 pull. E. B. Fargeorge, 32 Perkins St., New Haven, Conn.

WILL TRADE: HO Car kits, Athearn, Ulrich, Laconia, A-C, Am. Beauty kits for equal value in HO steam loco. kits. Prefer Penn Line, Bowser, Varney. M. D. Reinish, 2709 Ocean Ave., Brooklyn 29, N. Y.

FOR SALE: Lionel O gauge Santa Fe 3 unit diesel set, RC switches and various equip. cost $140.00, asking $80.00. L. Roemer, 2844 Westchester Ave., Bronx 61, N. Y.

FOR SALE: Complete train set, Lionel, Santa Fe diesel and a box car, gond., oil, 2 cabooses, crane, auto. barrel, and pipe car. Track included. Charles F. Davis, 31 School St., Brookline, Mass. Tel. LO. 6-6506.

HAVE: Lionel train set with 6 frt. cars, track. Fair cond. $30.00. Also have HO dockside and 6 frt. cars, pair No. 6 switches, 25' flex. track, 20" x 18" roadbed, $32.00. Will trade either for TT or small radius equip. A. Cooke, 105 No. State St., Ansonia, Conn.

WANTED TO TRADE: For HO equip. in gd. running cond. for 027 equip. in excel. cond. Write to D. W. Perry, 5004 Silva Rd., Knoxville, Tenn.

HAVE: 50 pcs. Trix track and switches, trade for Std. gauge loco. or sell for cash. Want Lionel switcher. Roth, Willets Rd., Harrison. N. Y.

FOR SALE: Used Lionel O gauge equip. Includes 3 engines. Send for list. W. P. Noble, Jr., East Berlin, Conn.

HAVE: No. 2330 twin motor GG-1 with M/T and horn to trade for No. 773 Hudson and tender. George Dangler, 105 Fernwood Pk., Rochester 9, N. Y.

WILL EXCHANGE: Niagara and Western Railroad passes for passes on your railroad. John J. Garner, Port Weller East, Ontario, Canada.

HAVE: HO Varney, Casey Jones and Mantua booster, painted and decaled B. & O. Want Mantua, Sharknose diesel A unit powered, and two Varney docksides, one with motor and one without. E. McConnaughey, 328 W. Church St., Urbana Ohio.

SELL OR TRADE: HO finely detailed scratch blt. cars and structures, plastic ships, autos and planes in different scales. Trade new mandolin for HO equip. Custom scratch bldg. in return for HO. Stamp for list. Dave Jarrett, R.D. No. 1, New Florence, Pa.

FOR SALE: AF S gauge items, knuckle couplers on cars, excel. cond. List for stamp. John Lyko, 2721 S. Keeler, Chicago 23, Ill.

TRADE: New type ZW Lionel transformer, cost $29.95, for HO engine in gd. cond. L. Mosca, 2734 Wolf St., Phila. 45, Pa.

HAVE: Lionel solid rail tracks and switches, Scalecraft frt. car kits, Walthers 0-6-0 scale switcher kit, etc. Want Lionel 072 locos, and cars, and other scale items, Louis Hertz book entitled "American Tinplate Motive Power Directory," Lionel 1930 and 1940 catalogs. Al Pepe, 250 6th Ave., Brookiyn 15, N. Y.

WANTED: Back issues of MODEL CRAFTSMAN, August, 1936, October and December, 1933, Volume 1 HO Monthly. John M. Bretz, M.D., Huntingburg, Ind.

WANTED: All toy trains, regardless of make, style and age. Also all magazines and catalogs used as reference to the hobby. Write or call. Joseph Charles, 2261 64th St., Brooklyn 4, N. Y. CL. 6-1215.

FOR SALE: English, Alco A unit Fairbank-Morse switcher, yard bird Varney, GM switcher, G.M. A powered and B dummy units. 25 frt. cars, Model-Pack and track. None used. Most in original kits. Worth over $200.00, will trade for tape recorder or sell for $130.00. David Cox, Ridgefields, Kingsport, Tenn.

FOR SALE OR TRADE: Hobbyline Alco diesel, pound, 3 Globe A units, 1 B unit, all dummy, Athearn wreck crane, Varney baywindow caboose. Want any Penn Line steam loco. Also have back copies of TOY TRAINS for sale. John Chickonich, 884 So. 18th St., Newark 8, N. J.

FOR SALE: Custom made Bascule bridge, designed for Std. track, opening span 36", total length 52", with slow 110v. motor $22.00. Cannot be shipped. R. L. Stotesbury, 10 Chatham Place, No. Plainfield, N. J.

HAVE: O and 027 gauge AF, Marx, and HO trains, transformers, track and equip. Also 15 pinball control boards and AC transformers, relays, motors, solenoids, contact points, flashing wheels suitable for Route cab control. Will sell or part for less than half price or trade for HO trains and equip. Trade lists for stamps. Gene Howard, 3625 N.W. 16th St., Oklahoma City, Okla.

HAVE: Penn Line long haul tender. Will swap for short haul low-side Penn Line tender. J. Wesner, Carnegie Institute of Technology, Pittsburgh 13, Pa.

FOR SALE: Hobbyline HO dual drive diesel switcher, never run, $16.00, 6 HO frt. cars gd. cond. $1.50 ea. All for $25.00. cash. Don Bowling, 1406 North Ridge, Painesville, Ohio.

WANTED: Lionel O and 027 trucks with knuckle couplers, new, or used in good cond. Pay cash or trade Lionel 1932 or 1940 catalog for them. Also have motor complete with wheels for 027 0-4-0. Will take 10 sec. Lionel 027 curved track. Howard L. Fike, 614-E Euclid, Detroit 2, Michigan.

WANTED: Trolley pix of N.Y.C., Long Island and Westchester, Trolley cars, kits and parts in O gauge scale, plus Lionel equipment in any condition, O gauge only. Charles G. Chalous, 677 E. 231st St., New York 66, N. Y.

FOR SALE: Penn Line Consolidation kit $22.75. Truscale No. 4 crossover LH and RH $4. 15 ea. 5 Claussing rotary switch machines $1.00 ea. Send stamp for list. Will trade for HO equip. G. J. Foss, 709 N. Spring Ave., La-Grange Park, Ill.

FOR SALE: Lionel No. 1666LT, and No. 2026LTS with tenders, train panel with transformer No. 1042, and No. 1035, track switches, accessory switches, and wire connectors. First $50.00 for lot, and 1,000 ft. of extra wire. Send for list. Need Rail magazines. R. W. Wittemann, 529 E. 52nd St., Brooklyn 26, N. Y.

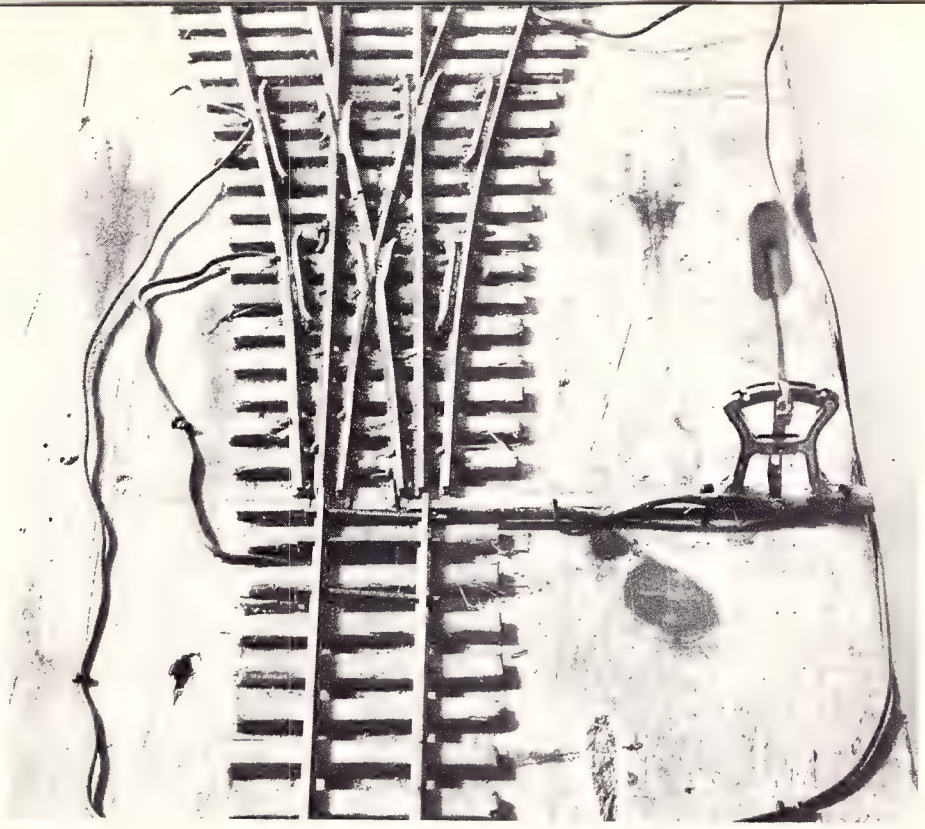
FOR SALE: 1 new 1955 Lionel 623 diesel switcher, 1 225E steam engine, perfect cond. Both for $32.00. R. Dommers, 58 Wall St., Wallingford, Conn

WANTED: AF green pullmans, 952-53-54 or 652-53-54. Cash or trade O gauge Lionel or Auburn model pass. or frt. cars. E. Mitchell, 2910 Bowers Ave., Baltimore, Md.

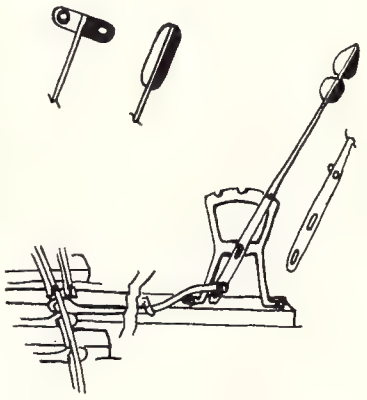
HAVE: AF 162 Hudson 2-6-2 whistle tender, 5 frt. cars with track, 10 Lionel 800 series frt. cars, 1 2026 Engine and tender W. & S. 1 224 engine and tender W., 1 226 engine and tender W. Type R 100w. trans, old type B trans. Want Lionel GG-1 elec. dual power, diesel and Magna traction locos. Lew Wicks, 59 Walnut Ave., Patchogue, L. I., N. Y.

WILL SELL: Varney HO U.P. pass. coach kit worth $2.00 less trucks and Ambroid HO baggage car kit worth $3.95 less trucks for $4.00. K. R. Welsh, 110 N. F St., Apt. No. 5, Aberdeen, Washington.

FOR SALE: Lionel electronic control train. Loco., tender, 4 cars and electronic control unit. $100.00. Stamped envelope for list. L. Green, 16 Pease Ave., Middletown, Conn.



Your stub switches will look their best when equipped with an authentic old time harp type switch stand. Make them from ordinary brass rod, iron wire.



HARP TYPE SWITCH STAND

by Dick Andrews

GOT some stub switches laid yet? If so, you're all ready to "bend the rails" to the main line, or to the roundhouse, but what will we use to bend them? Any kind of switch stand can be used for a stub—anything that pushes or pulls on the throw rod and holds the setting accurately. MEW's ground throw might be used, and works very similarly to stub yard ground throws often used. Also a modern quarterturn stand, as mostly used for point switches, can also be used. However, how about those wonderful old harp-type stub switch stands—the ones that show up in old prints looking like a canoe paddle up-ended in a rack? These can be made up simply—and are also coming on the market through Kemtron in beautiful brass castings. You can install your stub to be worked by fish line or switch machine, letting the harp stand "ride" with the switch. Or you can use the harp stand to work the switch manually, and as a manual stand, it can hardly be beat.

Harp stands have been made of everything from wood framing through pipe, strap and bar stock to cast iron. The frame is a sort of "flat-topped A." The tall lever is pivoted to the middle of the cross-bar of the "A," and its lower end sticks on down a bit and then is pivoted to the throw rod to the switch. The upper end sticks up above the frame enough to give a hefty brakeman a good leverage (making the stub superior all around for breaking the switch rails free of ice or snow). And the lever may stick on up higher than the brakeman's head to sport a paddle or other type of signal to show on-coming engineers how the switch is set. This makes a yard full of harp stands look like the boat dock at Race Week, but of course you don't need the signals on any of the stands except on the most important tracks. Typical signals for these levers are shown in the sketch, and are generally painted red and white.

Make your stand frame 3 ft. high and 2 ft. wide in scale, from soft iron wire (1/16" per O scale and others accordingly). The cross bar is a strip of brass. The lever and throw rod are both made from brass rod. Hammer the lever out wider for the pivot holes, drill them and elongate them somewhat into slots. Run a pin through it to engage notches in the top bar of the stand. The throw rod grips the near switch rail right next to the wide tie, and an upsidedown "T" slot is cut in it with a jeweler's saw to grip the rail somewhat loosely.

The stand works very simply. As any tiny latch would be impractical to operate and hard to make, we will simply use the whole lever as part of the latch, lifting it, and thus the pin out of one notch and into another. You can do this by "feel" as you carry out switching moves.

However these rails, when bent, have some "kick" to them, and when I made my first harp stand, I found the rails would kick the lever out of its setting each time. This is prevented by holding the throw rod down with a little tab or spike on the tie near the stand. And here our elongated pivot holes on the lever come in, as they permit the lever to be lifted without lifting the throw rod. The kick of the bent rails now serves to hold the lever pin more firmly in the notch.

Kemtron's stand differs from this chiefly in that the frame is divided and the lever goes inside. However give the lower end of it a slight crank outwards so that the throw rod runs along the edge of the tie.

Ted Collins, 123 W. Main, Kutztown, Pa., has a stand to offer for O scale that differs from this—and follows East Broad Top prototype—in that the lever pivots to the stand at the bottom and the throw rod is fixed to it above that. Thus the lever leans towards the bend of the rails instead of away from it. This stand has just a square frame and is only 2 ft. high. Ted's stand has a friction clasp, but the lever could be made to lift and a rigid pin used. However the kick of the rail makes no other problem now and the throw rod doesn't have to be held down. You can see this stand actually bend the rails to the roundhouse for the EBT's little Mikes at Orbisonia, Pa.

Narrow Gauge junction

Conducted by

Dick Andrews

Several fellows have written me mentioning that they have worked out a "period date" for their narrow gauge pikes. That has set me to wondering . . . what's the date on my Waterlog & Crooked River Ry.? One loco is 1877 prototype; the other 1884; and the cars are that old too. Yet for all I know, it's 1955 on the W&CR. How do I get that? Well, we have scotched the narrow gauges in this country pretty well, along with most other forms of "local railroads"—trolleys and light branch lines—by our addiction to the products of Detroit and the fine highway network all over the land that we've had built to run them on. This does not mean that the narrow gauge is "dated" as such. We've just gone in for another form of local transportation to the point that the two don't fit together. In other lands this has not happened. Ralph Lapadula, with the USAF in Germany, writes that he just made a run all the way across Belgium on a narrow gauge pike using juice on passenger and some steam on freight!

How do we get by with old locos though? I figure that a steam loco wears out the day a road's shops let it happen. The very first narrow gauge steam loco ever built, the little 0-4-0 "PRINCESS" of the Festiniog Ry. in Wales—has worked steadily on that pike from 1862 until it closed down in 1946—handling the last run! And word comes that the Festiniog may soon reopen—and "PRINCESS" will be under steam again! She's been through several boilers and driver tire sets, but she has always been practical for what the road wants. So in 1955 we have diesels on the D&RGW narrow gauge and the SP's Keeler line—and the very first narrow gauge steamer ever built also ready to go! Certainly that justifies anything in between! And diesels won't beat steam off your road if a lumber mill supplies wood, or you find a vein of coal handy to the right of way. Or let the little kettles raise steam on Bunker C oil.

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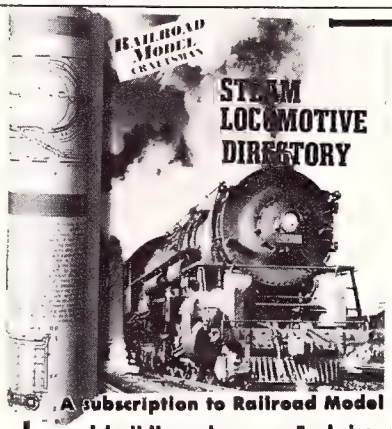

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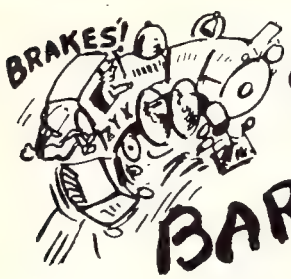

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"Off'n the table top"

RMC News and Views of TT

By Glyn Lewis

"Why . . . where . . . and when?"

No, we are not giving advice to would be reporters, rather a hint to "would be" railroad tycoons (extremely junior grade). No matter what your gauge, the same rules apply, tho' in TT where with a little space, realism is possible, it is even more important to remember those three Ws.

First the "Why," when building your road, remember to give it some reason for being. The real RRs weren't built just to amuse us, and if we are to model what is real we must provide an answer. The first of course, industry (sad but true, the public is a secondary thought). After we have established a vocation for our RR we can turn to. . . "Where," which of course covers locale, possibly the part of the country we live in, or came from, or find romantic . . . many builders who have never been west of the Hudson River model Nevada roads for their old time glamour. Another "where," that concerns us is where the tracks will run. Around the mountain or through it, bypass the town or into the heart of it? In this we must remember that only the most affluent roads have got through *all* the mountains. Too many modelers put a tunnel where a cut would do. Make it look as if there was no choice but to burrow through. As for the towns (a whole city on a pike is pretty rare) here in the east most of the towns were here before the advent of the railroads, hence they are usually on rivers where they were serviced by boats and barges. Out in the prairie states many a town sprang up on the right of way, and we find the town bisected by the trail of the iron horse. The eastern RRs tend to skirt a town or come in along the river bank. "When," the period, old time or modern? The largest number of modelers pick the middle course. When locos had ceased to be "teakettles" but there were still the colorful private reefers, wooden day coaches, and the diesels' miserable excuse for a whistle had not yet violated the night.

This theme could easily be expanded into a book, and we haven't got the space . . but remember to guard against those cardinal errors. Model railroading must perforce be 90% illusion, but try to keep it that, an illusion. It can be a simple loop, for if we cannot see the whole loop, or trace it's course with our eyes, the illusion of time and space exists. More on this—we want to talk about structures (y'know the enthusiasts that go overboard and build a mighty steel suspension bridge to cross a creek!) but that at a later date .

One model railroader, far more experienced than we, and therefore in a position to know better, wrote in this magazine (April, this year) that smaller layouts were possible in HO than in TT, because of *READY LAID* flexible track etc. Puleeze, Willy, when did you last see a 1′ x 2′ HO layout, with two levels and fully scenicked? *READY* LAID flexible track. Indeed, surely YOU have not succumbed to the "Ready Laid", "Ready Built", "Ready Done" fever? Argue that HO has more of

everything available, that quantity production has made prices low, but not the space saving angle! As for "Ready Laid",—TT track is easy enough to lay for the greenest novice. Nuff sed.

This month we would like to print a couple of letters so that you can hear how others are faring in TT gauge. But first let us give a quick report on a couple of new items.

The "GANDY DANCER" TT Track Gauge. For TTer who likes to use the code rail with flexible tie strip or wood roadbed, or perhaps the excellent Nickel silver rail, here's a simple gauge that will insure your future operation.

AL. CO HOBBIES has a new track item, a rerailer, even as in the larger gauges we have a dragging truck "on the ground". Use these wood rerailers here and there along your line to keep 'em on the right track. Made to look like a grade crossing, they are happily priced at 25c each.

Soon . . . ready to install No. 3 switches.

How would you like to build a ten Wheeler, or an antique 0-6-0 or perhaps a consolidation with glamor???? We had hoped to run the first of a series showing how this can be done with all STOCK parts, this month, but unfortunately we must beg off until next month. Next month we will not disappoint you. Watch for it!

Here's a sampling of our mail. . . .

Dear Glyn:

My space of 8′ x 12′ is not long enough for realistic operation in HO gauge and may not be in TT either, but at least I can get in some authentic curves and a few tangents in TT.

I like to build and HO is no longer a builder's gauge, except maybe for Ambroid kits. Has anyone ever suggested to them that they should put out their complete line in TT as well as in HO? Under separate cover am sending some pix of structures and locos built by my brother, R. E. Leatherman. His success in TT has prompted me to make the switch.

D. E. Leatherman
Lodi, Ohio

Thank you Mr. L, the photo dept. is checking to see if the photos will reproduce.

Here from the golden state. . . .

Dear Glyn:

Your department has gotten me interested in TT gauge model railroading. Where can I get the names and addresses of TTers in the California San Francisco Bay area? I would really like to visit and see some TT layouts in operation.

Another thing, there seems to be a definite lack of photos and construction plans. I wondered if this was caused by a lack of interest on the part of the TTers?

Ken Shilling
614 Norvell St.
El Cerrito 8, Calif.

Any of you TTers out 'frisco way, be neighborly, get in touch with Ken. About the photos, Ken, unfortunately most of the photos we receive show that the reader is a better modeler than photographer. Too bad too, because we like to use 'em, an Y'know, combining model railroading with photography is a happy blend. Try it, and see how much more fun you derive from both.

From Bruce W. Erhardt, 2577 Bougainville Drive, Tarawa Terrace, North Carolina. . . . ("South Pacific," anyone?).

Dear Glyn:

As an enlisted man in the Marine Corps, I have never been able to build a model railroad layout. However, soon the waiting will pay off in retirement. At that time I will have a home large enough to house wife, children, dog, and a railroad.

Problem 1: What gauge should I adopt for my road? I am helping to form a local railroad club (HO) but feel that TT will give me a more spacious layout. Would working in two gauges at one time be confusing?

Problem 2: Is TT really less expensive? Ads lead me to believe that it is but is this the only consideration?

Problem 3: Are decals available in TT for markings? Attempting to paint markings on TT cars would put these tired old eyes out of the race for good.

M/Sgt. Bruce W. Erhardt
2577 Bougainville Drive
Tarawa Terrace, N. C.

Answer . . . Problem No. 1 . . . The one that does what you want it too.

Working in two gauges need not be confusing, we know some who combine the two to increase the feeling of distance.

Problem No. 2. . . . *No.* We have never said so. Large production in HO has made it the cheapest.

No. 3. . . . Yes, from H. P. Products and from Sherman Dance, also ready printed sides and silk screened sides. To amplify No. 2. The prices in TT *will be lower* as production increases. TT offers more in a smaller space, greater visual and operating realism. That's all.

For a real newsy TT letter, hear this from Al Springman of 273 Parkside Ave., Buffalo 14, N. Y.

Dear Glyn:

I've been a modeler ever since Hal Joyce first introduced TT. Have never had much more than a test track but now am building a 4′ x 10′ layout. Enjoyed seeing the pictures of you and Joyce and Dance in recent issues, and you have all been most helpful. Most model rails seem to be a swell bunch; Nielsen, Schatz, Ludwig; all are willing to help you out.

My locos are all NYC except for a Kemtron Dockside from "across the tracks", lettered B&O 99. I've just completed a Mack railbus from RMC plans. I've over 50 freight cars, mostly HP and Dance. Have a buddy, Gene Giesler, also a TTer who is building a 2½′ x 3′ layout in an apartment. We meet each week at either house and call the event "TT Tuesday".

Al Springman
Buffalo 14, N. Y.

Q. I am planning a TT mining road, have antiqued an 0-6-0. What cars can I use?

A. Sherman Dance's ore cars and hoppers would go well, and of course the Kemtron hopper as well as H.P.'s hopper. This can give you quite a variety. Don't forget a combine (wood type) to run as a mixed train to carry your miners.

This TT railroad, built by Ray Boss, measures only 12" x 24", and has two level operation. Curves are sharp and grades steep but the old dockside scoots around with standard freight cars effortlessly. Only short cars are used.

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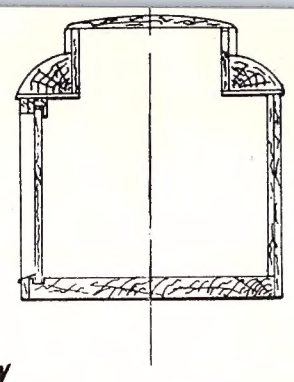

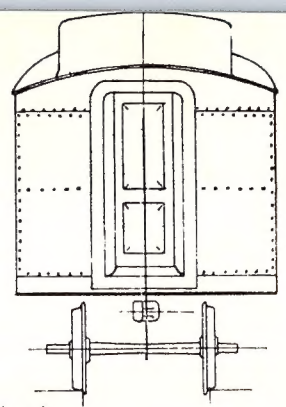

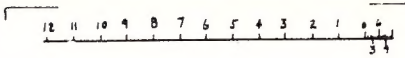

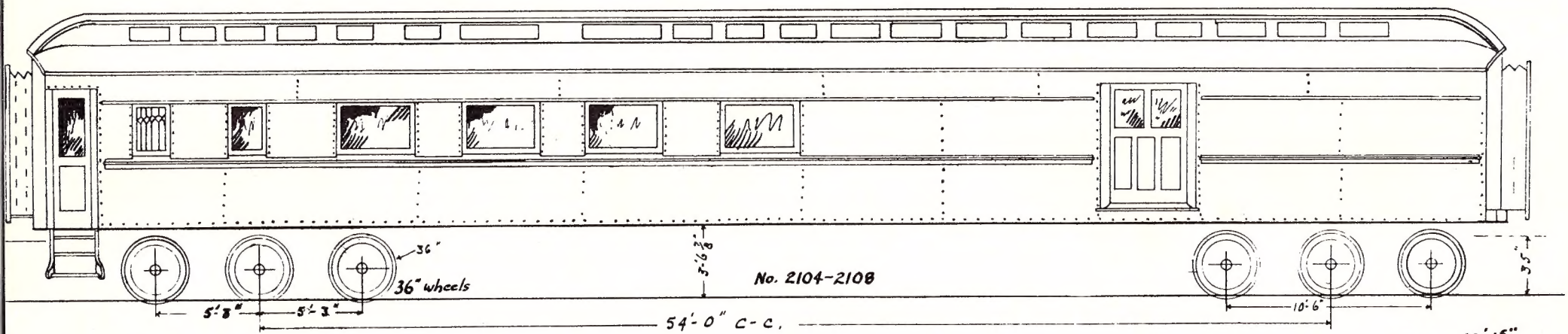

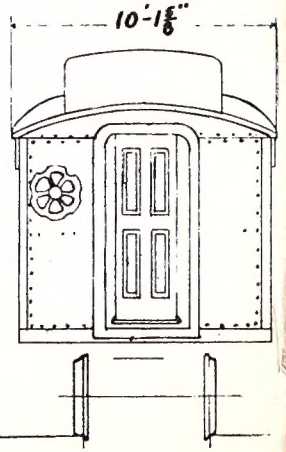

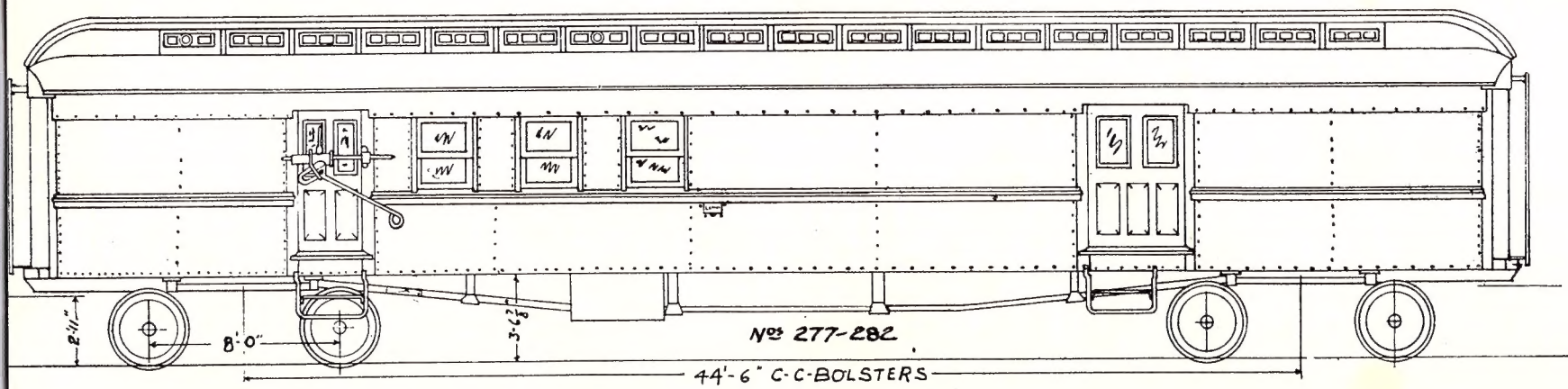

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